

The Times

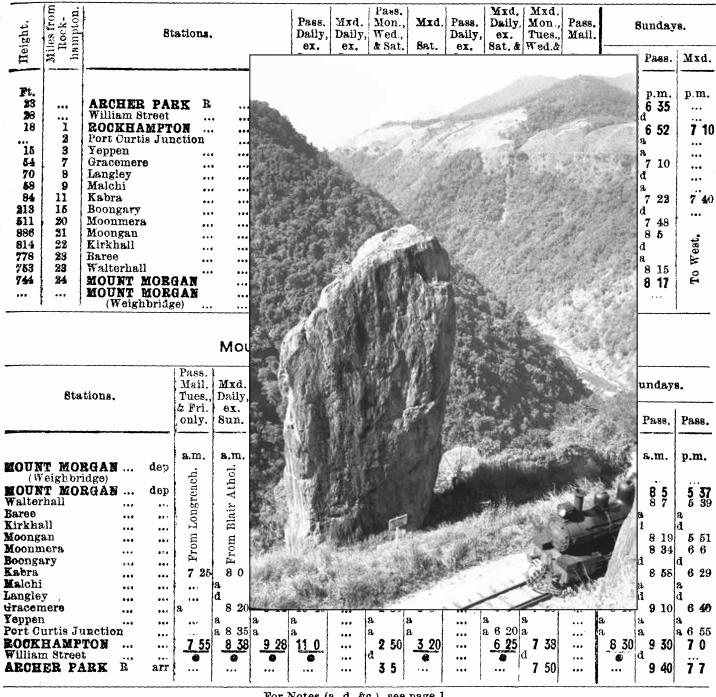
March 2006

A journal of transport timetable history and analysis

CENTRAL LINE-CONTINUED.

MOUNT MORGAN BRANCH.

ROCKHAMPTON TO MOUNT MORGAN.



For Notes (a, d, &c.), see page 1.

Inside: **Queensland Railways in 1924 Around Victoria— the roundabout way** Bread and Cabbage on the Tea and Sugar **RRP \$2.95** Incl. GST

The Times

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On the front cover	
In this issue, Victor Isaacs reviews a QR timetable from the 1920s. From about that era, laid over a sample page from our reviewed timetable, we see a QR train nudging its way the famous Robb's Monument, on the Cairns-Kuranda section. This photo is from the Fr Hurley collection, held and digitised by the National Library of Australia— see it and many oth on the NLA's website, where it is negative # nla.pic-an23242754	past rank

In a recent Leski Auction catalogue (#283, www.leski.com.au) I came across an old airline "Flight Progress" time-sheet. I don't know about you, but I had entirely forgotten about this unusual form of timetable, which was filled out by the Captain and circulated among the passengers during the flight. If you were a good boy, or (like me) a member of the Junior Flyers Club, you generally got to keep this after everyone else had read it. I suppose, therefore, these were my first collected timetables. The practice seems to have ceased some time in the mid— to late-1950s, well before in-flight progress screens were ever dreamed of. Do any of you other old codgers out there still have some in your collection— and would you be prepared to write about them for The Times?- Geoff Lambert

Contributors The Times	Geoff Lambert, Victor Isaacs welcomes articles and letters Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.
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Queensland Railways 1924

VICTOR ISAACS

Queensland Railways public timetable in the classic period of train travel is always a fruitful source of the strange and unexpected. Here are some examples from QR's timetable of 16 November 1924.

Main lines were long with complex services. Hence, summary timetables were a feature. The 1924 book had an unexpected one: Brisbane to Sydney via Tweed Heads (rail), Murwillumbah (steamer), Grafton (rail), South Grafton (Motor Car), thence rail

The Ferny Grove line is now a busy suburban line with electric trains every few minutes. In 1924, beyond Mitchelton, there were, depending on the day, just one or two Mixed trains daily.

The South Coast line (of blessed memory) was QR's only interstate foray. It ran for a few yards into NSW to Tweed Heads. Some Tweed Heads trains ran direct and some ran into Southport and out again before resuming their journeys.

Still in the south of the State, but as far from the South Coast in distance and character as possible, was the Western line to Cunnamulla. As well as the twice weekly passenger train from Brisbane, once a week a "Motor Car" (i.e, Rail Motor) ran a local service from Charleville to Cunnamulla, without any direct connection from any other train.

And we should not miss the Queensland Railways Cottage at Muckadilla for the Bore Bath, good for Rheumatism and

QR condescended to include in their public timetable the local Shire Council owned services on or near the North Coast. One was able to travel from Maroochydore to Noosa thrice a week. This involved a "Tram" from Maroochydore to a place designated as "Deepwater", then via "Motor Boat"!

The Woongarra in the timetable headed Woongarra Branch was a locality rather than a town. This branch had an unusual service – trains to Bargara on Saturdays and Sundays only. Moreover these are designated as Mixed trains, despite the fact that the footnote to this timetable refers to "Motor Cars".

Rockhampton at this time had its strange municipal steam trams. Rockhampton was also the place where the main line ran (and still runs) along a street. QR married these concepts with their own local Rockhampton service which they called "Tram Trains". These were relatively infrequent along the North Coast line to Parkhurst, but frequent on the branch to Lakes Creek.

While in Rockhampton, it is nice to look at the trains to take the sweltering masses to the seaside each Sunday. Neither of the two resorts could be favoured. Hence Yeppoon and Emu Park were alternated each Sunday as to which received the first departure and express train from Rockhampton.

The timetable headed "Mount Cuthbert Line" is doubly interesting. Firstly, it doesn't actually show trains to Mount Cuthbert. Trains terminated at the penulti-

16

THROUGH SERVICE—BRISBANE AND SYDNEY, VIA MURWILLUMBAH, LISMORE, AND GRAFTON, AND VICE VERSA.

To Sydney-Read Down.

From Sydney-Read Up.

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^{*} Calls to set down passengers from stations north of Kempsey.

The connecting steamer between Murwillumbah and Tweed Heads is a private service, and the Railway Commissioner does not accept any responsibility in connection therewith.

Por Additional Services between Murwillumbah and Grafton, and vice versa, see pages 40 and 41, and for Service via Wallangarra, see page 46.

Farce—Murwillumbah and Sydney, including motor car fare between Grafton and South Grafton, First Class, 25s, 26c, Second Class, 85s. 5d.

[†] Passengers for Newcastle change at Waratah to local train, due to reach Newcastle at 3.52 a.m. (3.40 s.m. on Eundays).

[#] Stops to set down passengers, but does not pick up.

Calls to pick up passengers for stations north of Kempsey.

^{||} The Down North Coast Mail runs via Hamilton Junction and does not proceed to Newcastle, presengers from Newcastle to travel by local train leaving Newcastle at 10.20 p.m. and join North Coast Train at Waratsh.

[¶] Stops only if required to pick up passengers, but does not set down.

The Commissioner for Railways, Queensland, is not responsible for the running of trains south of Murwillumbah, nor for the steamer service.

mate station, Dollubeet, because of a bridge washaway. Secondly, this table also includes another branch, that to Dobbyn. But this is only mentioned in an easily overlooked footnote.

In October 1924, the main North Coast line was only a few weeks away from completion. This timetable shows a purely local service from Townsville to Ingham including "A Cane Train....and passenger accommodation is attached to this train". Nothing is shown on the newest five miles between Ingham and Lilypond. Then the section from Innisfail to Tully is shown as an isolated section, with a cryptic heading stating "This Line runs south towards Ing-The North Coast line resumes (under the heading "Cairns Railway") at Darradgee. There is a connection from Innisfail to Garradunga - this was via a Sugar Cane tramway.

QR's two foot lines from Innisfail to Mourilyan Harbour, South Johnstone and Nerada are shown, albeit in vague terms with trains merely twice a week.

West of Cairns, there were the strange, private, mining railways to intrigue us. By 1924, their best days were well past. A skeleton service survived on the Etheridge Railway (now government owned) and the Stannary Hills and Irvinebank Tramways. However, one would not want to rely on the twice weekly service on the latter, as "These times are approximate and are subject to alteration without notice".

The two isolated lines of the Far North, Cooktown-Laura and Normanton-Croydon, both had their meagre services modified (but not augmented) in "Boat Week".

Finally, we can hardly let a Queensland Railway public timetable of the classic period pass without looking at the large general information section. In 1924, passengers bored by the slow progress of their trains could profitably use the time to check the conditions of such perennial favourites as "Boats (Rowing) carried (by day trains only) on top of carriages at owner's risk", and "Return of Hens From Egg-Laying Competitions".

The past is, indeed, another country.

Thanks to David Hennell for assistance with this article.

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ENOGGERA-MITCHELTON BRANCH-SUNDAYS ONLY.

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For times between Brunswick Street and Mitchelion, see Suburbar Lines.



SOUTH COAST LINE-WEEK-DAYS.

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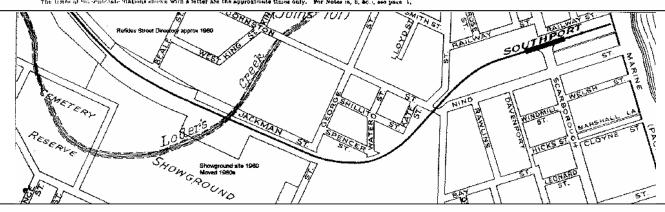
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The times at his consider Stations shown with a letter are the approximate times only. For Notes is, b. 40.0, 400 page 4.



SOUTH COAST LINE-WEEK-DAYS-CONTINUED.

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NORTH COAST RAILWAY.

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CAIRNS RAILWAY-CONTINUED.

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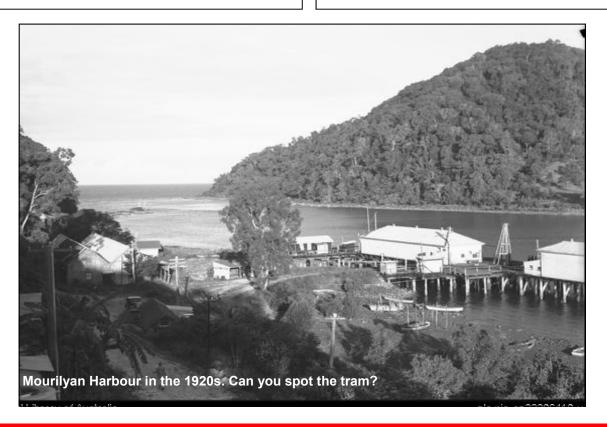
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CAIRNS RAILWAY-CONTINUED.

ETHERIDGE RAILWAY.

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from	Stations.					Sin	gle.		E	cu	rsic	on.	Stations	•		Friday	
Cairne.	1 : 1			Thurs.		1 cl. 2 cl.		1	1 cl.		cl.				only.		
-				a.m.	В.	đ.	s.	d.	8.	d.	8.	d			_	a, m.	
121	ALMA-DEN		dep		.	••						••	FORSAYTH	***	dep	7 15	***
129	Lime Siding	• • •		d					· · · ·		l	٠.	Wirra-Wirra	•••	•••	α	***
130	Lig Siding	• • •		đ	21	3	13	9	32		20	6	Sawmill Siding	•••	• • •	a	•••
153	Bullock Creek	***		d		10	16		37		24	0	Einasleigh	•••	arr	10 15	***
164	Lyndbrook		,	d 11 50	26	4	17		39		25	6	Ditto	•••	dep	10 40	
176	Frewhurst				28	4	18	3	42	11	27	3				p.m	
	İ			p.m.	ì				i		i		Mount Surprise	***		1 20	***
188	Mount Surprise			1 55	30	1	19	4	46	0	29	0	Frewhurst			d	• • • •
222	Einasleigh	•••	arr	4.5	35	0	22	3	53	0	.33	6	(/yndbrook	•••		a 3 15]	5 : **
	Ditto	•••	dep	4 30	١.						١		Bullock Creek	•••		d	
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251	Wirra-Wirra	•••		đ	39	4	25	0	60	0	37	9	Lime Siding			d	**
263	FORSAYTH	• • • • • • • • • • • • • • • • • • • •	arr	7 30	41	ō	20	0	62	Ó	39	0	ALMA-DEN		arr	6 30	•••

MOUNT MOLLOY RAILWAY TIME TABLE.

Miles trom Biboohra.	Stations.	Mixed, Wed.	Far- Sing	es fron le.	a Cain Excu		Stations.	Mixed.	Mixed.
Bib +		Sat.	1	2 cl.	1 cl.	2 cl.		Wed.	Sat.
 10 14 20	MAREEBA Biboohra Ditto Southedge Yalkula MOUNT MOLLOY	dep	•••	1	s. d. 13 11 16 3	s. d. 9 5	MOUNT MOLLOY dep Yalkula Southedge Biboohra arr Ditto dep MAREEBA arr	p.m. 12 15 d 1 49 1 55 2 10	p.m. 1 0 d d 2 25 2 50 3 5

^{*} On Saturdays runs 25 minutes later from Marceba and leaves Biboohra 10:15 a.m.

STANNARY HILLS AND IRVINEBANK TRAMWAYS.

IRVINEBANK TO BOONMOO.

		Station	ns.			Wednesdays.	Saturdays only,	Saturdays only.	and are notice. ink and 4s. 10d. ry Hills 4s. 6d. 4s. 6d. permis-nies for nies for nies for
IRVINEBANK Stannary Ditto BOONMOQ		•••			 dep arr dep srr	 11 15 a.m. 12 30 v.m.	7 15 s.m. 9 0 a m. 9 15 a.m. 10 30 s.m.	1 30 p.m. 3 0 p.m. 	approximate, and attouch no without no without no without no ween Irvinebank Hills 4s. tween Stannary inno 4s in printed by pee, mway Companie
<u></u>		Statio		ONM	 10	Wednesdays.	Saturdays only.	Saturdays only.	es are to alter annary Be nd Boon Table the Trale
BOONMOO Stannary IRVINEBANE	•••		•••		 dep dep arr	1 45 p.m. 3 30 p.m. 5 30 p.m.	11 45 a.m. 1 15 p.m.	9 30 a.m. 11 0 a.m.	These times subject FARE FARE St.

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COOKTOWN RAILWAY. From Laura—Read Up.

Te Laura-Read Down.

High	Miles		Motor		rnate		Alter	nate	Motor	Fares	from	Cookto	wn.
kergüt above H Water.	from Cook-		Tues.	Thur	sdays.	Stations.	Thurs	days.	Tues.	Sing	e.	Excur	zion.
a be	own.		only.	Train.	Motor		Motor	Train.	only.	1 cl.	2 cl.	1 cl.	2 cl.
Ft. 5 1 36 7 15 23 52 106 120 156 349	Miles 1 2 4 5 6 9 13 14 17 25	alleration to run on ys, commencing loth December.	a.m. 9 0 d d d d d d d	*7 0 d d d d d d d d d	a.m. 70 d d d d d d d d	dep COOKTOWN are Bacecourse Ballast Siding Asmus Marton Police Camp Jansen Flaggy Witton 16 m. 44 ch. Siding	d d d d d d d d d d	d d d	11 20 d d d d d d d 10 30	0 5 0 6 0 11 1 2 1 5 2 1 2 8 3 3 3 8	s. d. 0 4 0 5 0 9 0 10 0 11 1 5 1 11 2 3 2 6 3 5	4 1 4 1 4 11 5 8 8 0	2 9 2 9 3 5 3 8 5 2
349 300 371 224 278 284 290	28 32 45 59 63 67	* Subject to Wednesdays		d d d d d 12 30	d d d d d d d d d	Alderbury	d d d	a d d d d *10 p.m.	 a.m.	5 10 6 5 9 0 11 3 11 10 12 8	3 9 4 0 4 5 6 1 7 6 7 10 8 4	8 9 9 7 13 4 16 11 17 9	6 1 6 6 9 3 11 3 11 10 12 8

Rail Motor-one class only-and train run on alternate Thursdays.

NORMANTON-CROYDON RAILWAY. From Croydon-Read Up.

Te freydon-Read Down.

Motor Mxd.

 	•		···•·	
Motor			Fares from	Normanton
Tues.	Tues.	_	Single.	Excursion
in	Boat		billgio.	DACHTON

Height.	Miles from Normanto	_	 	Mon. Ex. Mon. in Boat Week.	Mon. in Boat Week.	Stations.	Tues. in B	ues. n — loat eek.	1	Sing	gle. 2 cl.	Excur 1 cl.	sion.
Pt. 32 15 21 97 169 210 222 247 261	11 14 38 57 66 70 76 80	::	 	d 1 5 d 1 30	9 35 9 48 10 59 12 3 d d12 45 d 1 5 d 1 30	Glenore Haydon Blackbull 66-mile Siding 70-mile Siding Creen Creek 60-mile Siding	 d12 46 d d12 30 d d11 20 d1 a10 20 a1 d d 9 35 d1 d 9 15 d1 d 9 0 d1	1 30 2 20 1 20 0 35 0 15	13 13 14 14	2 5 3 3 7 7 1 0 2 4 3 2 4 3	1 7 2 3 5 2 7 3 8 4 8 7 9 5 9 8	 4 1 4 11 11 6 16 5 18 7 19 11 21 3 22 4	2 9 3 5 7 10 11 0 12 4 13 2 14 0 14 6
322 332 361	90 91 94	••• ••• •••	 		a 2 0 d 2 30	Golden Gate Forsythe's Siding arr CROYDON	 a 8 30 a d d 8 0 a.m. a.	9 0	16 16 17	3 8	10 9	25 0 25 3 25 10	16 2 16 5 16 11

Rail Motor-one class only.

For Notes (a, a, &c.), see page 1.

FARES—BRISBANE CENTRAL AND SUBURBAN STATIONS.

Stations.	Single.	Return.	Excursion.	Stations.	Single.	Return.	Excursion
5	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.	5.4. 10 = 5.	1 cl. 2 cl.	1 cl. 2 cl.	1 cl. 2 cl.
A. Albion Alderley Ascot Auchenflower Bald Hills Banyo Boondall Booval Bowen Hills Brunswick Street Bundamba C. Camp Mountain Chelmer Clayfield Corinda D. Darra Deagon Dinmore Doomben E. Eagle Farm Eagle Junction East Ipswich Ebbw Vale Enoggera F. Ferny Grove G. Gaythorne Geebung Goodna Graceville Grovely Hendra L. Indooroopilly	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 9 0 6 0 9 0 6 0 8 0 5 3 10 2 6 1 10 1 7 2 6 11 7 6 6 11 4 8 0 5 0 4 6 5 4 6 6 5 4 6 6 1 7 2 6 1 7 2 10 1 1 2 6 1 7 2 10 1 1 2 6 1 7 4 1 0 0 8 0 1 0 0 9 0 2 3 1 0 9 0 4 1 0 0 8 0 1 1 0 9 0 1 0 0 8 0 1 1 0 9 0 1 0 0 8 0 1 1 0 9 0 1 0 0 8 0 1 0 0 9 0 1 0 0 9 0 1 0 0 8 0 1 0 0 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 5 2 4 5 3 3 7 5 2 3 5 4 0 2 8 5 7 3 10 5 2 3 5 3 9 2 5	Ipswich L. Lawnton M. Mayne Junction Meeandah Mitton Mitchelton N. Newmarket Northgate Junction Nudgee Nundah O. Oxford Park Oxley P. Petrie Pinkenba R. Redbank Riverview Roma Street S. Samford Sandgate Central Sandgate Siberwood Strathpine T. Taringa Toowong V. Virginia W. Whitstanes Wilston Windsor Wooloowin Z. Zillmerz	s. d. s. d. 4 6 3 3 3 1 1 11 0 5 0 4 0 11 0 9 0 4 0 3 0 10 0 8 0 6 0 5 0 10 0 6 1 1 0 9 0 8 0 8 0 10 0 6 1 1 0 9 2 2 1 1 1 1 1 1 0 9 2 1 1 1 1 2 3 1 10 2 3 1 10 2 3 1 10 2 8 1 7 0 5 0 4 1 2 0 9 2 8 1 7 0 5 0 4 1 1 2 1 0 5 0 4 1 1 5 0 0 5 0 4 1 1 5 0 0 5 0 4 1 1 5 0 0 5 0 4 1 1 5 0 1 6 0 11	5 3 3 6 0 8 0 5 1 8 1 1 0 5 0 4 1 3 0 10 0 9 0 6 1 3 0 10 1 10 1 0 8 1 5 8 3 8 1 10 1 1 3 5 9 3 8 1 10 1 1 3 5 9 3 8 2 10 1 1 1 3 0 10 4 8 3 1 1 3 0 10 4 8 3 1 1 1 1 2 0 1 0 8 0 8 0 5 1 1 1 2 0 1 0 8 0 8 0 5 3 6 2 5 0 8 0 5 3 6 2 5 0 8 0 5 0 8 0 5 0 8 0 5 0 8 0 5	4 10 3 3 11 2 4 6 2 10 2 10 2 10 1 1 4 1 2 3 5 2



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Boats (Rowing).

Rowing boats, accompanied by crews, and carried (by day trains only) on top of carriages at owner's risk, shall be charged at parcels rates for the actual weight.

Rowing boats which cannot be conveyed on the tops of carriages will be charged the following rates by goods train at owner's risk, viz.:—

		£	8.	a.	
Brisbane and Maryborough, return	 	6	6	0	
Brisbane and Bundaberg, return	 	7	7	0	
Brisbane and Rockhampton, return	 	9	9	0	
Maryborough and Rockhampton, return	 	9.	9	0	
Maryborough and Bundaberg, return	 	2	12	6	
Bundaberg and Rockhampton, return	 • •	6	6	0	

bane, Roma Street, South ton, Mackay and By-lam for the being.

RETURN OF BIRDS FROM EGG-LAYING COMPETITIONS.

Birds consigned by rail entered for competition at Egg-laying Competitions will be returned to the original sending station free of charge (owner's risk), provided a certificate is furnished in connection with each particular consignment that the birds duly competed and are being returned unsold.

GOLD, SILVER, AND COPPER COIN, BULLION, UNMANUFACTURED GOLD AND SILVER, AND BANK NOTES.

The rates for the carriage of gold, silver, and copper coin, bullion, unmanufactured

12

To trace a crooked path

ou work in the timetable section of the hypothetical Very Victorian Railways and one day you receive a letter from a Mr Nigel Gunzel, an official with the South Australian Division of the Railfan Hysterical Association. Nigel wants to hire a 280HP DRC to take a group of fans over the VVR from Serviceton to Albury via the most roundabout and complex route you can devise. He wants you to draw up a timetable, but he specifies a restrictive condition to which you must adhere. His patrons wish to travel over as many lines as possible- but each of them only once- no retracing of lines nor revisiting of places is allowed.

You see immediately that this rules out many dead-end branch lines such as Port Fairy, and even entire segments of the system such as all of Gippsland. You can see also that the key to fulfilling Nigel's request lies in your grasp of graph theory, where the qualifying junctions on this peripatetic journey are what a topologist would call the "nodes" of a network and the lines joining them are what a topologist would call the "links". You seem to recall that the great mathematician Leonard Euler grappled with a problem like this about 250 years ago and, using the VVR's network

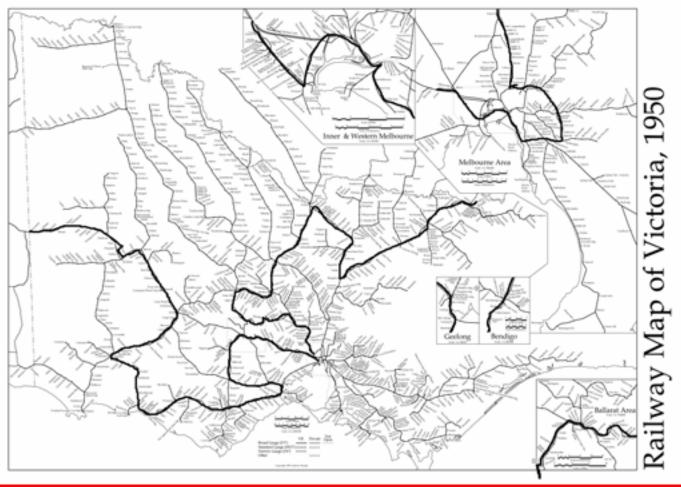
computer you soon find out about the famous "Konigsberg bridges" problem. Euler had it easy- he was allowed to visit each node as often as he liked. This will therefore be a complex task, made harder by the fact that no line nor any connection between them which ever opened on the VVR has ever been closed. Thus the Outer Circle still exists, even the St Kilda-Windsor line and the Rosstown Junction Railway are still running.

Nigel is a pedant, so you know that you will have to be scrupulous in selecting junctions or nodes. For instance, is Flinders St just one node, or more than one? You decide it is 1. Nigel has also warned you "the Northcote Loop Junctions only count as one" Being a DRC tour, you are not hampered by the fact that many junctions do not point the "right" way for an incoming train. This doesn't matter—on a DRC, the driver can easily swap ends.

You draw up an alphabetical list of qualifying nodes, thus: Albion, Altona Jct, Ararat, Broadmeadows, Brooklyn, Carlsruhe, Castlemaine, Clarkefield, Clifton Hill, Coleraine Jct, Cressy, Creswick, Dunkeld, Eaglehawk, East Camberwell, Flinders St, Gheringhap, Hamilton, Heathcote Jct, Horsham, Irrewarra,

Kilmore, Laverton, Linton Jct, Mangalore, Maroona, Maryborough, Newport, North Ballarat Jct, North Bendigo Jct, North Geelong, North Melbourne, Oakleigh, Penshurst, Richmond, Royal Park, Somerton, South Kensington, Spencer St, Sunshine, Tottenham, Warrenheip, Waverley Road and Windsor. You worry that you have missed some or that some look a bit dodgy. So you double-check. With the perfected list in front of you, you consult Andrew Waugh's handy maps of the system at http://www.vrhistory.com/VRMaps/ (example below) and begin to trace out tentative routes. Beside you, you have a set of WTTs, enabling you to figure out the running times for a DRC over all lines and you use these to schedule your train. No need to worry about toilet stops, mealbreaks or places to sleep- the Hystericals don't go in for such things.

Your first attempt (below) looks really bodgy. Surely you can do better? After a few weeks work, you submit your proposed timetable in standard S-notice form to the editor of the AATTC's The Times for comment. The editor, pleased with your work, awards you a free membership of the AATTC for the 2006-2007 year.



Bread and Cabbage on the Tea and Sugar

Strange things fall out of Working Timetables bought at auction, as GEOFF LAMBERT discovered.

he *Tea and Sugar* was a renowned train on the Trans Australia Railway, but it had its counterpart—the Slow Mixed—on the Central Australia line. These trains carried a complete set of provisions purveyed through a number of on-board "shops"- even a butcher's shop.

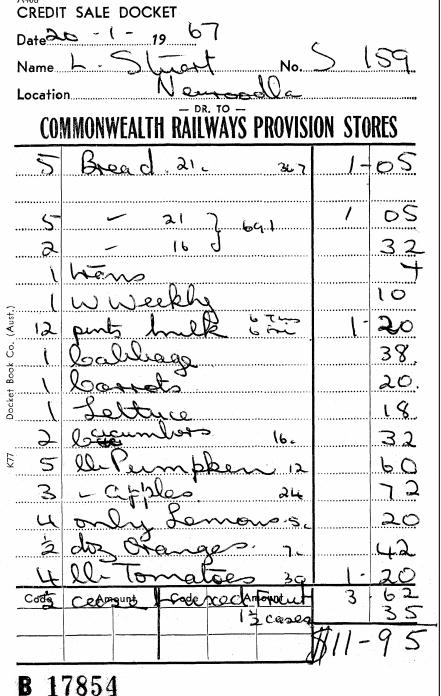
Slow Mixed was certainly not a misnomer, as this train had already taken 4½ hours to get to Neuroodla, including 110 minutes spent stationary in the marshalling yard at Stirling North. The timetable on the opposite page is an extract from the 19th June 1966 WTT, showing the times for this train in the Stirling North-Maree section. It is No. 79 and takes more than 3 days to get to The Alice, where it was re-stocked for the return journey.

The sales docket to the right was written out at 12:30 on Wednesday morning at Neuroodla about 21 km north of Stirling North on the standard gauge Central Australia line

Mrs Stuart– surely it was a "Mrs"—probably the ganger's wife, had been waiting by the line since just after 11 pm, as it was never certain whether the train would be ahead of time or behind time. Not that she could have missed it as it rumbled north, especially since it was scheduled to spend nearly 30 minutes at Neuroodla and to cross No. 56 there..

And look at those prices! Bread at 21 cents a loaf was approximately twice the long-prevailing price of one shilling that had prevailed in the 1950s. This price rise was largely the result of Harold Holt's "Credit Squeeze"—remember that? But it was far below that which prevails today. I wonder what she did with all that pumpkin in the middle of a long hot summer?

The *Womens' Weekly* (it still had Mandrake in 1967) would have helped while away the hours and days before the next Slow Mixed creaked to a stop in Neuroodla.



PORT AUGUSTA — STIRLING NORTH — MARREE (DOWN) (Standard gauge)

Port Augusta to Stirling North: Electric train staff system under Train Control, Port Augusta Stirling North to Marree: Train order system under Train Control, Port Augusta

		83	383 683	79	bo d
		Coal empties Tue Fri. exc.	Coal empties Tuesday Friday	Slow Mixed Tuesday Friday	p.m.; Stirling Stirling North
Adelaide Pt. Pirie Junc.	dep. arr.	=		8.00 a.m. 12.16 p.m.	p.m.; Stirlin
Stirling North:	dep.	_		12.40 p.m.§	.m.;
Triangle East	arr.	-		\$ \$. 5. m
Marshalling Yd Port Augusta	arr.			2.12 p.m. s	dep. 5.45 6.00 p.m.;
Tabled Max. Sp	eed—	50 m.p.h.	50 m.p.h.	40 m.p.h.	Port Pirie Junction of Pirie Junction dep. 6.
		p.m.	p.m.	p.m.	 Port Pirie Junction Pt. Pirie Junction dep.
PORT AUGUSTA	dep.		_	6.45	e J
STIRLING NOR				N I	iri ^f ur
Triangle West Marshalling Yd		_		6.57 7.00	t P ie J
	dep.	8.05	8.05	$\phantom{00000000000000000000000000000000000$	Por
Emeroo	arr.		8.33	9.20	نــ
Wilkatana	dep. arr.	8.33	8.36	$9.40 \\ 10.10$	
vv iinataila	dep.	8.59	9.05	10.13	ਜ਼ !
Yadlamalka	arr.	—	9.24	10.36 —— 56	.
	dep.	9.18	9.27	10.50	. 6
Neuroodla	arr.	9.44	56	11.20 —— 64	Tuesday (No. Friday (No. 67
	dep.	9.54	9.56	11.50	ay v (
Cotabena	arr.			12.12 a.m. 12.22	isd Jar
Moralana	dep. arr.	10.14	10.14 10.33	12.22 12.46	'ric
MANUAL CALCULATION	a11.	64	—— 64		Н
D 11	dep.	10.33	10.36	12.58 1.30	no,
Brachinə	arr.	- '	\$200 minus	80	ctic
	dep.	10.59	11.05	1.50	ne. ne
Commodore	arr.			2.04 2.10	i no no no no no no no no no no no no no
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i diacin'illa	arr. dep.	11.24 11.34	11.34	3.63	ds :e16 :
Nilpena	arr.	11.01		3.24	7.7. E. 1.0.
	ļ	80	80	0.00	ው 1 8 g d
D. 11.	dep.	11.53	11.53	3.28	ar 31
Beltana	arr.	1910	1010 0 22	3.50 4.25	ala Ula 7
COPLEY	dep. arr.	12.10 a.m.	12.10 a.m.	5.17	egular Goods connection, on) arr. 7.16 p.m. egular parcels connection rr. 7.31 p.m.
		10.50	1050	—— 14, 706	\$ Re North (Statio Re (Station) arr
TELFORD	dep. arr.	12.56 1.09	$\substack{\textbf{12.56}\\\textbf{1.09}}$	6.30 6.48	s (St
	i	1		 06	ι (
.	dep.	1.21	1.21	7.30	rth
Lyndhurst	arr.	a.m.		7.55	(S)
	dep.	a.III.	a.m.	8.10	4
Farina	arr.	(Telford Coal-	(Telford Coal-	8 38	
	dep.	field arr. 1.33	field arr. 1.33	8.53	
Witchelina	arr.	a.m.)	a.m.)	9.22	
MARREE	dep. arr.			9.50	
N/2	į			a.m. W. Sat.	
Marree Oodnadatta	dep. arr.			3.15 p.m. W	1
	arr.			11.00 a.m. Th 8.55 a.m. F	

[†] Which coal trains are to run on any particular dates, in accordance with the programme currently in force, will be published in the Weekly Notice and by Special Circular.

From the Weekly Notice....#3

Shop hours have always been pretty flexible— Wednesday half-day early closing prevailed at various times. In the days of the 6-day working week, most jobs finished at noon on Saturday, allowing the breadwinner to shop for his bread on Saturday afternoon. In later years, we all remember the days when Saturday itself was the day for half-day early closing. So, when to shop then?... At one such change of practice, in 1910, shops began to stay open late on a Friday night—and the NSWGR obligingly altered its trains to suit.

3

TRAIN ALTERATIONS.

Summary of Alterations since 16th October, 1910.

Main Suburban.

LATE CLOSING OF SHOPS ON FRIDAY NIGHTS.

Commencing on Friday, January 6, and on each Friday until further notice.

The following additional arrangements will be made:—

Special Trains.

				Friday	s only.				
	G 1	G 3	G 5	No. E45					No.
Starts from Platform No	5	7	5	7		H 2	H 4	H 6	612
SYDNEYdep. Redfern ,,	₽ ^m o	р ш 9 55 9 58	10 25 	р m 10 33 	PARRAM'T I A dep.	рт 9 55	р m 	p m	р m
McDonaldtown , Newtown , Stanmore , Petersham , Lewisham , Summer Hill , Ashfield ,	Fast Line.	10 1 4 4 10 10 10 10 10 10 10 10 10 10 10 10 10	Fast Line.	East Line.		Empty.	Empty.	Empty.	Empty.
Croydon ,,	9 14		10 39	10 5 2 10 5 5	Homebush ,,	9 59	******	10 58	11 10
Strathfieldarr. Dodep. Homebusharr. Dodep.	9 17	******	10 42 10 45	10 58	Ashfield,		10 31		,
rlemington, Necropolis, Rookwood, Auburn, Clyde Jetn, Granville, Harris Park, PARRAM'TTA arr.	Returns as H 2. 666666 66 666666 66 7 2 3 3 3 4 13 7 2 3 3 3 4 13	Ecturns as H4.	Returns as H6.	Returns as No. 6	SYDNEYarr.	Fast Line.	Slow Line.	Fast Line.	Slow Line.

The 9.40 p.m. North Pass. (No. 347) will call at Burwood, in addition to present stops.

The 5.38 p.m.,	Sydney to	Homebush,	to nave	o cars
The 95 ,	,,	,,	1,	9 "
The 9.33 ,,		Parramatia	.,	10 ,,
The 9.43 ,	,,	Homebush	,,	9 ,.
The 10.7 ,,	,,		,,	9 ,,
The 10.30 "	,,	Parramatta	,,	10 ,
The 10.33 ,,	,,	Homebuslı	,,	9 ,,
The 10.37 ,,	11	,,	,,	8,,

For arrangements on Illawarra Line see page 6.