



The Times

March 2006

A journal of transport timetable history and analysis

CENTRAL LINE—CONTINUED.
 MOUNT MORGAN BRANCH.
 ROCKHAMPTON TO MOUNT MORGAN.

Height. Ft.	Miles from Rock- hampton.	Stations.	Pass. Daily, ex.	Mxd. Daily, ex.	Pass. Mon., Wed., & Sat.	Mxd. Sat.	Pass. Daily, ex.	Mxd. Daily, ex. Sat. &	Mxd. Mon., Tues., Wed. &	Pass. Mail.	Sundays.	
											Pass.	Mxd.
23	...	ARCHER PARK B ...									p.m.	p.m.
28	...	William Street ...									6 35	...
18	1	ROCKHAMPTON ...									6 52	7 10
...	2	Port Curtis Junction ...									a	...
15	3	Yeppen ...									a	...
54	7	Gracemere ...									7 10	...
70	8	Langley ...									d	...
58	9	Malchi ...									a	...
84	11	Kabra ...									7 22	7 40
213	15	Boongary ...									d	...
511	20	Moonmera ...									7 48	...
886	21	Moongan ...									8 5	...
814	22	Kirkhall ...									d	To West,
778	23	Baree ...									a	...
753	23	Walterhall ...									8 15	...
744	24	MOUNT MORGAN ...									8 17	...
...	...	MOUNT MORGAN (Weighbridge) ...									...	...

Stations.	Pass. Mail. Tues., & Fri. only.	Mxd. Daily, ex. Sun.	Sundays.	
			Pass.	Pass.
			a.m.	p.m.
MOUNT MORGAN ... dep	a.m.	a.m.	...	...
(Weighbridge)				
MOUNT MORGAN ... dep	From Longreach.	From Blair Athol.	8 5	5 37
Walterhall			8 7	5 39
Baree			a	a
Kirkhall			i	d
Moongan			8 19	5 51
Moonmera			8 34	6 6
Boongary			d	d
Kabra	7 25	8 0	8 55	6 29
Malchi			a	a
Langley			d	d
Gracemere	a	8 20	9 10	6 40
Yeppen			a	a
Port Curtis Junction	a	8 35	a	a
ROCKHAMPTON ...	7 55	8 38	9 28	11 0
William Street			...	...
ARCHER PARK B ... arr			3 5	...

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

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On the front cover

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

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

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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 Gout.

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.						
Height.	Miles from South Brisbane.	Mixed.	Pass. Mon. and Fri.	Pass. Tues. Thur. and Sat.	Pass. Daily, except Sunday.	Stations.	Pass. Daily, except Sat.	Pass. Daily, except Sunday.	Pass. Daily, except Sunday.	Mixed.		
35	...	...	a.m. 9 40	a.m. 7 45	...	dep SOUTH BRISBANE ...	arr	...	...	...	6 40	...
8	50	...	12 5	10 9	...	arr Southport... ..	dep	...	...	...	4 10	...
		...	12 20	10 15	...	dep Ditto	arr	...	...	...	3 55	...
14	69	...	1 45	11 40	...	arr Tweed Heads	dep	...	...	...	2 30	...
		...	p.m. 2 30	p.m. 12 15	...	dep Ditto	arr	...	...	...	p.m. 1 30	...
19	Miles from Murwillumbah.	...	5 9	3 0	...	arr Murwillumbah	dep	...	...	...	11 10	...
	...	5 40	...	3 15	4 45	dep Ditto	arr	9 40	11 10	...	**7 30	...
13	33	7 21	...	4 43	6 17	arr Byron Bay E	dep	9 3	9 0	...	**5 30	...
27	83	7 36	...	4 58	6 28	dep Ditto	arr	7 47	8 47	...	4 55	...
		9 23	...	6 20	7 56	arr Lismore	dep	6 28	7 12	...	5 35	...
77	90	...	...	7 10	9 10	dep Ditto	arr	6 3	6 43	...	...	...
		...	...	7 15	9 0	arr Casino E	dep	6 10	5 35	...	...	...
29	147	...	...	9 15	13 30	dep Ditto	arr	5 1	...	...	...	...
		...	...	9 15	13 30	arr Grafton	dep	2 0	...	...	...	...
34	202	...	...	p.m. 1 40	3 44	dep South Grafton	arr	p.m. 12 15	...	...	...	...
36	202	...	...	3 44	6 36	arr Coffs Harbour	dep	10 1	...	...	...	...
31	206	...	...	6 36	7 10	arr Kempsey	dep	7 20	...	...	...	...
31	344	...	...	*9 57	7 10	dep Ditto	arr	6 50	...	...	...	...
		...	...	*9 57	7 12	arr Taree... ..	dep	43 45	...	...	...	...
318	387	...	...	*11 50	2 50	dep Gloucester E	arr	4 8	...	...	...	...
19	480	...	...	2 50	↑	arr West Maitland	dep	a.m. 11 32	...	...	...	...
4	490	...	...	↑	15 21	arr Newcastle	dep	...	...	...	...	...
694	588	...	...	7 12	15 21	dep Ditto	arr	10 20	...	...	...	...
67	679	...	...	7 12	7 12	arr Hervey Bay	dep	48 18	...	...	...	...
		...	...	7 12	7 12	arr SYDNEY	dep	7 32	...	...	...	...
		...	...	7 12	7 12			p.m. 7 32	a.m. 2 0	a.m. 2 0	p.m. 7 32	

* Calls to set down passengers from stations north of Kempsey.
 † Passengers for Newcastle change at Waratah to local train, due to reach Newcastle at 3.52 a.m. (3.40 a.m. on Sundays).
 ‡ 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, passengers from Newcastle to travel by local train leaving Newcastle at 10.20 p.m. and join North Coast Train at Waratah.
 † Stops only if required to pick up passengers, but does not set down.
 The connecting steamer between Murwillumbah and Tweed Heads is a private service, and the Railway Commissioner does not accept any responsibility in connection therewith.
 For Additional Services between Murwillumbah and Grafton, and vice versa, see pages 40 and 41, and for Service via Wallangarra, see page 46.
 Fares—Murwillumbah and Sydney, including motor car fare between Grafton and South Grafton, First Class, 86s. 6d.; Second Class, 66s. 5d.
 The Commissioner for Railways, Queensland, is not responsible for the running of trains south of Murwillumbah, nor for the steamer service.

ENOGGERA-MITCHELTON BRANCH-SUNDAYS ONLY.

Stations.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
ROMA STREET ... ..depart	9 36	12 45	...	...	...	...	...	...	...	...	9 4
CENTRAL ... ..arrive	...	12 46	...	...	...	...	...	...	...	...	...
Ditto ... ..depart	9 41	12 52	2 14	2 55	4 37	5 55	7 22	9 10	...	...	...
Brunswick Street ... ..depart	9 44	12 55	2 17	2 58	4 41	6 58	7 25	9 14	...	...	...
Bowen Hills ... ..depart	9 47	12 57	2 20	3 0	4 42	6 0	7 27	9 15	...	...	...
Mayne Junction ... ..depart	9 49	1 0	2 22	3 3	4 45	6 3	7 30	9 17	...	...	...
Windsor ... ..depart	9 53	1 4	2 24	3 7	4 49	6 7	7 34	9 21	...	...	...
Wilston ... ..depart	9 56	1 7	2 27	3 10	4 52	6 10	7 37	9 24	...	...	...
Newmarket ... ..depart	9 59	1 10	2 30	3 13	4 55	6 13	7 40	9 27	...	...	...
Alderley ... ..depart	10 2	1 13	2 33	3 17	4 59	6 17	7 44	9 31	...	...	...
Enoggera ... ..depart	10 5	1 16	2 36	3 20	5 2	6 20	7 47	9 34	...	...	...
Gaythorne ... ..depart	10 8	1 19	2 40	3 23	5 5	6 23	7 50	9 37	...	...	...
MITCHELTON ... ..arrive	10 11	1 22	2 44	...	5 8	6 26	7 53	9 40	...	...	...

Stations.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
MITCHELTON ... ..depart	8 29	10 16	1 39	2 54	5 25	6 31	8 21	9 47	...	...	...
Gaythorne ... ..depart	8 31	10 18	1 42	2 57	5 28	6 34	8 24	9 50	...	...	...
Enoggera ... ..depart	8 34	10 22	1 46	3 0	5 31	6 37	8 27	9 53	...	...	...
Alderley ... ..depart	8 37	10 25	1 48	3 3	5 34	6 40	8 30	9 56	...	...	...
Newmarket ... ..depart	8 40	10 28	1 51	3 6	5 37	6 43	8 33	9 59	...	...	...
Wilston ... ..depart	8 43	10 31	1 54	3 9	5 40	6 46	8 36	10 2	...	...	...
Windsor ... ..depart	8 46	10 34	1 57	3 12	5 43	6 49	8 39	10 6	...	...	...
Mayne Junction ... ..depart	8 49	10 37	2 0	3 15	5 46	6 53	8 43	10 8	...	...	...
Bowen Hills ... ..depart	8 52	10 40	2 3	3 18	5 49	6 56	8 46	10 11	...	...	...
Brunswick Street ... ..depart	8 55	10 43	2 6	3 21	5 52	6 59	8 49	10 14	...	...	...
CENTRAL ... ..arrive	8 58	10 46	2 9	3 24	5 55	7 2	8 52	10 17	...	...	...
Ditto ... ..depart	8 59	10 47	...	...	...	...	8 53	10 20	...	...	...
ROMA STREET ... ..arrive	9 2	10 54	...	...	...	...	8 56	10 23	...	...	...

DAYBORO' LINE.

Miles from Central.	Stations.	Mixed. Mon., Wed. and Fri.	Mixed. Sat. only.	Mixed. Dly., except Sat. & Sun.
1	ROMA STREET ... ..depart	10 25	1 59	3 30
1	CENTRAL ... ..depart	10 35	2 0	3 20
1	Brunswick Street ... ..depart	10 40	...	...
2	Mayne Junction ... ..depart	...	2 9	3 40
7	Mitchelton ... ..depart	11 15	2 31	4 12
7 1/2	Oxford Park ... ..depart	...	...	...
8	Grovely ... ..depart	...	...	...
10	Ferry Grove ... ..depart	...	...	...
14	Camp Mountain ... ..depart	...	...	...
16	Samford ... ..arrive	12 0	3 25	4 55
18	Yugar ... ..depart	12 20	3 50	5 20
19	Cedar Creek ... ..depart	...	...	...
22	Mount Samson ... ..depart	...	...	...
23	Samsonvale ... ..depart	...	...	...
26	Kobbie ... ..depart	...	...	...
28	Armstrong Creek ... ..depart	...	...	...
30	DAYBORO' ... ..arrive	2 0	5 35	7 5

Height.	Stations.	Mixed. Dly., ex Sun.	Mixed. Tues. and Thurs.	Pass. Dly., ex Sun.
170	DAYBORO' ... ..depart	6 0	3 30	...
167	Armstrong Creek ... ..depart	...	...	...
178	Kobbie ... ..depart	...	...	...
122	Samsonvale ... ..depart	...	...	...
154	Mount Samson ... ..depart	...	...	...
211	Cedar Creek ... ..depart	...	...	...
203	Yugar ... ..depart	...	...	...
164	Samford ... ..arrive	7 30	5 0	...
243	Camp Mountain ... ..depart	7 45	5 40	...
185	Ferry Grove ... ..depart	...	...	...
163	Grovely ... ..depart	...	...	...
146	Oxford Park ... ..depart	...	...	...
115	Mitchelton ... ..arrive	8 40	6 30	...
12	Mayne Junction ... ..depart	8 50	...	6 41
14	Brunswick Street ... ..depart	9 15	...	7 4
39	CENTRAL ... ..arrive	9 25	...	7 10
87	ROMA STREET ... ..arrive	9 30	...	7 15

For times between Brunswick Street and Mitchelton, see Suburban Lines.



mate station, Dollubee, 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 Ingham". 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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MAIN AND SOUTHERN LINES.

BRISBANE TO TODWOOMBA, WALLAN-GARRA, AND SYDNEY.

Station	Dist. from Brisbane	Time from Brisbane	Time to Brisbane	Time from Brisbane to Sydney	Time to Brisbane from Sydney
Brisbane	0	0	0	0	0
St. Johns	1.5	10	10	10	10
St. George	3.0	20	20	20	20
St. Andrew	4.5	30	30	30	30
St. David	6.0	40	40	40	40
St. Peter	7.5	50	50	50	50
St. Paul	9.0	60	60	60	60
St. James	10.5	70	70	70	70
St. John	12.0	80	80	80	80
St. George	13.5	90	90	90	90
St. Andrew	15.0	100	100	100	100
St. David	16.5	110	110	110	110
St. Peter	18.0	120	120	120	120
St. Paul	19.5	130	130	130	130
St. James	21.0	140	140	140	140
St. John	22.5	150	150	150	150
St. George	24.0	160	160	160	160
St. Andrew	25.5	170	170	170	170
St. David	27.0	180	180	180	180
St. Peter	28.5	190	190	190	190
St. Paul	30.0	200	200	200	200
St. James	31.5	210	210	210	210
St. John	33.0	220	220	220	220
St. George	34.5	230	230	230	230
St. Andrew	36.0	240	240	240	240
St. David	37.5	250	250	250	250
St. Peter	39.0	260	260	260	260
St. Paul	40.5	270	270	270	270
St. James	42.0	280	280	280	280
St. John	43.5	290	290	290	290
St. George	45.0	300	300	300	300
St. Andrew	46.5	310	310	310	310
St. David	48.0	320	320	320	320
St. Peter	49.5	330	330	330	330
St. Paul	51.0	340	340	340	340
St. James	52.5	350	350	350	350
St. John	54.0	360	360	360	360
St. George	55.5	370	370	370	370
St. Andrew	57.0	380	380	380	380
St. David	58.5	390	390	390	390
St. Peter	60.0	400	400	400	400
St. Paul	61.5	410	410	410	410
St. James	63.0	420	420	420	420
St. John	64.5	430	430	430	430
St. George	66.0	440	440	440	440
St. Andrew	67.5	450	450	450	450
St. David	69.0	460	460	460	460
St. Peter	70.5	470	470	470	470
St. Paul	72.0	480	480	480	480
St. James	73.5	490	490	490	490
St. John	75.0	500	500	500	500
St. George	76.5	510	510	510	510
St. Andrew	78.0	520	520	520	520
St. David	79.5	530	530	530	530
St. Peter	81.0	540	540	540	540
St. Paul	82.5	550	550	550	550
St. James	84.0	560	560	560	560
St. John	85.5	570	570	570	570
St. George	87.0	580	580	580	580
St. Andrew	88.5	590	590	590	590
St. David	90.0	600	600	600	600
St. Peter	91.5	610	610	610	610
St. Paul	93.0	620	620	620	620
St. James	94.5	630	630	630	630
St. John	96.0	640	640	640	640
St. George	97.5	650	650	650	650
St. Andrew	99.0	660	660	660	660
St. David	100.5	670	670	670	670
St. Peter	102.0	680	680	680	680
St. Paul	103.5	690	690	690	690
St. James	105.0	700	700	700	700
St. John	106.5	710	710	710	710
St. George	108.0	720	720	720	720
St. Andrew	109.5	730	730	730	730
St. David	111.0	740	740	740	740
St. Peter	112.5	750	750	750	750
St. Paul	114.0	760	760	760	760
St. James	115.5	770	770	770	770
St. John	117.0	780	780	780	780
St. George	118.5	790	790	790	790
St. Andrew	120.0	800	800	800	800
St. David	121.5	810	810	810	810
St. Peter	123.0	820	820	820	820
St. Paul	124.5	830	830	830	830
St. James	126.0	840	840	840	840
St. John	127.5	850	850	850	850
St. George	129.0	860	860	860	860
St. Andrew	130.5	870	870	870	870
St. David	132.0	880	880	880	880
St. Peter	133.5	890	890	890	890
St. Paul	135.0	900	900	900	900
St. James	136.5	910	910	910	910
St. John	138.0	920	920	920	920
St. George	139.5	930	930	930	930
St. Andrew	141.0	940	940	940	940
St. David	142.5	950	950	950	950
St. Peter	144.0	960	960	960	960
St. Paul	145.5	970	970	970	970
St. James	147.0	980	980	980	980
St. John	148.5	990	990	990	990
St. George	150.0	1000	1000	1000	1000
St. Andrew	151.5	1010	1010	1010	1010
St. David	153.0	1020	1020	1020	1020
St. Peter	154.5	1030	1030	1030	1030
St. Paul	156.0	1040	1040	1040	1040
St. James	157.5	1050	1050	1050	1050
St. John	159.0	1060	1060	1060	1060
St. George	160.5	1070	1070	1070	1070
St. Andrew	162.0	1080	1080	1080	1080
St. David	163.5	1090	1090	1090	1090
St. Peter	165.0	1100	1100	1100	1100
St. Paul	166.5	1110	1110	1110	1110
St. James	168.0	1120	1120	1120	1120
St. John	169.5	1130	1130	1130	1130
St. George	171.0	1140	1140	1140	1140
St. Andrew	172.5	1150	1150	1150	1150
St. David	174.0	1160	1160	1160	1160
St. Peter	175.5	1170	1170	1170	1170
St. Paul	177.0	1180	1180	1180	1180
St. James	178.5	1190	1190	1190	1190
St. John	180.0	1200	1200	1200	1200
St. George	181.5	1210	1210	1210	1210
St. Andrew	183.0	1220	1220	1220	1220
St. David	184.5	1230	1230	1230	1230
St. Peter	186.0	1240	1240	1240	1240
St. Paul	187.5	1250	1250	1250	1250
St. James	189.0	1260	1260	1260	1260
St. John	190.5	1270	1270	1270	1270
St. George	192.0	1280	1280	1280	1280
St. Andrew	193.5	1290	1290	1290	1290
St. David	195.0	1300	1300	1300	1300
St. Peter	196.5	1310	1310	1310	1310
St. Paul	198.0	1320	1320	1320	1320
St. James	199.5	1330	1330	1330	1330
St. John	201.0	1340	1340	1340	1340
St. George	202.5	1350	1350	1350	1350
St. Andrew	204.0	1360	1360	1360	1360
St. David	205.5	1370	1370	1370	1370
St. Peter	207.0	1380	1380	1380	1380
St. Paul	208.5	1390	1390	1390	1390
St. James	210.0	1400	1400	1400	1400
St. John	211.5	1410	1410	1410	1410
St. George	213.0	1420	1420	1420	1420
St. Andrew	214.5	1430	1430	1430	1430
St. David	216.0	1440	1440	1440	1440
St. Peter	217.5	1450	1450	1450	1450
St. Paul	219.0	1460	1460	1460	1460
St. James	220.5	1470	1470	1470	1470
St. John	222.0	1480	1480	1480	1480
St. George	223.5	1490	1490	1490	1490
St. Andrew	225.0	1500	1500	1500	1500
St. David	226.5	1510	1510	1510	1510
St. Peter	228.0	1520	1520	1520	1520
St. Paul	229.5	1530	1530	1530	1530
St. James	231.0	1540	1540	1540	1540
St. John	232.5	1550	1550	1550	1550
St. George	234.0	1560	1560	1560	1560
St. Andrew	235.5	1570	1570	1570	1570
St. David	237.0	1580	1580	1580	1580
St. Peter	238.5	1590	1590	1590	1590
St. Paul	240.0	1600	1600	1600	1600
St. James	241.5	1610	1610	1610	1610
St. John	243.0	1620	1620	1620	1620
St. George	244.5	1630	1630	1630	1630
St. Andrew	246.0	1640	1640	1640	1640
St. David	247.5	1650	1650	1650	1650
St. Peter	249.0	1660	1660	1660	1660
St. Paul	250.5	1670	1670	1670	1670
St. James	252.0	1680	1680	1680	1680
St. John	253.5	1690	1690	1690	1690
St. George	255.0	1700	1700	1700	1700
St. Andrew	256.5	1710	1710	1710	1710
St. David	258.0	1720	1720	1720	1720
St. Peter	259.5	1730	1730	1730	1730
St. Paul	261.0	1740	1740	1740	1740
St. James	262.5	1750	1750	1750	1750
St. John	264.0	1760	1760	1760	1760
St. George	265.5	1770	1770	1770	1770
St. Andrew	267.0	1780	1780	1780	1780
St. David	268.5	1790	1790	1790	1790
St. Peter	270.0	1800	1800	1800	1800
St. Paul	271.5	1810	1810	1810	1810
St. James	273.0	1820	1820	1820	1820
St. John	274.5	1830	1830	1830	1830
St. George	276.0	1840	1840	1840	1840
St. Andrew	277.5	1850	1850	1850	1850
St. David	279.0	1860	1860	1860	1860
St. Peter	280.5	1870	1870	1870	1870
St. Paul	282.0	1880	1880	1880	1880
St. James	283.5	1890	1890	1890	1890

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WOONGARRA BRANCH.

To Burgers—Head Down.				From Burgers—Head Up.			
Stn.	Dist.	Time	Notes	Stn.	Dist.	Time	Notes
1	0	0		1	0	0	
2	10	0		2	10	0	
3	20	0		3	20	0	
4	30	0		4	30	0	
5	40	0		5	40	0	
6	50	0		6	50	0	
7	60	0		7	60	0	
8	70	0		8	70	0	
9	80	0		9	80	0	
10	90	0		10	90	0	
11	100	0		11	100	0	
12	110	0		12	110	0	
13	120	0		13	120	0	
14	130	0		14	130	0	
15	140	0		15	140	0	
16	150	0		16	150	0	
17	160	0		17	160	0	
18	170	0		18	170	0	
19	180	0		19	180	0	
20	190	0		20	190	0	
21	200	0		21	200	0	
22	210	0		22	210	0	
23	220	0		23	220	0	
24	230	0		24	230	0	
25	240	0		25	240	0	
26	250	0		26	250	0	
27	260	0		27	260	0	
28	270	0		28	270	0	
29	280	0		29	280	0	
30	290	0		30	290	0	
31	300	0		31	300	0	
32	310	0		32	310	0	
33	320	0		33	320	0	
34	330	0		34	330	0	
35	340	0		35	340	0	
36	350	0		36	350	0	
37	360	0		37	360	0	
38	370	0		38	370	0	
39	380	0		39	380	0	
40	390	0		40	390	0	
41	400	0		41	400	0	
42	410	0		42	410	0	
43	420	0		43	420	0	
44	430	0		44	430	0	
45	440	0		45	440	0	
46	450	0		46	450	0	
47	460	0		47	460	0	
48	470	0		48	470	0	
49	480	0		49	480	0	
50	490	0		50	490	0	
51	500	0		51	500	0	
52	510	0		52	510	0	
53	520	0		53	520	0	
54	530	0		54	530	0	
55	540	0		55	540	0	
56	550	0		56	550	0	
57	560	0		57	560	0	
58	570	0		58	570	0	
59	580	0		59	580	0	
60	590	0		60	590	0	
61	600	0		61	600	0	
62	610	0		62	610	0	
63	620	0		63	620	0	
64	630	0		64	630	0	
65	640	0		65	640	0	
66	650	0		66	650	0	
67	660	0		67	660	0	
68	670	0		68	670	0	
69	680	0		69	680	0	
70	690	0		70	690	0	
71	700	0		71	700	0	
72	710	0		72	710	0	
73	720	0		73	720	0	
74	730	0		74	730	0	
75	740	0		75	740	0	
76	750	0		76	750	0	
77	760	0		77	760	0	
78	770	0		78	770	0	
79	780	0		79	780	0	
80	790	0		80	790	0	
81	800	0		81	800	0	
82	810	0		82	810	0	
83	820	0		83	820	0	
84	830	0		84	830	0	
85	840	0		85	840	0	
86	850	0		86	850	0	
87	860	0		87	860	0	
88	870	0		88	870	0	
89	880	0		89	880	0	
90	890	0		90	890	0	
91	900	0		91	900	0	
92	910	0		92	910	0	
93	920	0		93	920	0	
94	930	0		94	930	0	
95	940	0		95	940	0	
96	950	0		96	950	0	
97	960	0		97	960	0	
98	970	0		98	970	0	
99	980	0		99	980	0	
100	990	0		100	990	0	

BOYNE VALLEY BRANCH.

To Gladstone—Head Down.				From Gladstone—Head Up.			
Stn.	Dist.	Time	Notes	Stn.	Dist.	Time	Notes
1	0	0		1	0	0	
2	10	0		2	10	0	
3	20	0		3	20	0	
4	30	0		4	30	0	
5	40	0		5	40	0	
6	50	0		6	50	0	
7	60	0		7	60	0	
8	70	0		8	70	0	
9	80	0		9	80	0	
10	90	0		10	90	0	
11	100	0		11	100	0	
12	110	0		12	110	0	
13	120	0		13	120	0	
14	130	0		14	130	0	
15	140	0		15	140	0	
16	150	0		16	150	0	
17	160	0		17	160	0	
18	170	0		18	170	0	
19	180	0		19	180	0	
20	190	0		20	190	0	
21	200	0		21	200	0	
22	210	0		22	210	0	
23	220	0		23	220	0	
24	230	0		24	230	0	
25	240	0		25	240	0	
26	250	0		26	250	0	
27	260	0		27	260	0	
28	270	0		28	270	0	
29	280	0		29	280	0	
30	290	0		30	290	0	
31	300	0		31	300	0	
32	310	0		32	310	0	
33	320	0		33	320	0	
34	330	0		34	330	0	
35	340	0		35	340	0	
36	350	0		36	350	0	
37	360	0		37	360	0	
38	370	0		38	370	0	
39	380	0		39	380	0	
40	390	0		40	390	0	
41	400	0		41	400	0	
42	410	0		42	410	0	
43	420	0		43	420	0	
44	430	0		44	430	0	
45	440	0		45	440	0	
46	450	0		46	450	0	
47	460	0		47	460	0	
48	470	0		48	470	0	
49	480	0		49	480	0	
50	490	0		50	490	0	
51	500	0		51	500	0	
52	510	0		52	510	0	
53	520	0		53	520	0	
54	530	0		54	530	0	
55	540	0		55	540	0	
56	550	0		56	550	0	
57	560	0		57	560	0	
58	570	0		58	570	0	
59	580	0		59	580	0	
60	590	0		60	590	0	
61	600	0		61	600	0	
62	610	0		62	610	0	
63	620	0		63	620	0	
64	630	0		64	630	0	
65	640	0		65	640	0	
66	650	0		66	650	0	
67	660	0		67	660	0	
68	670	0		68	670	0	
69	680	0		69	680	0	
70	690	0		70	690	0	
71	700	0		71	700	0	
72	710	0		72	710	0	
73	720	0		73	720	0	
74	730	0		74	730	0	
75	740	0		75	740	0	
76	750	0		76	750	0	
77	760	0		77	760	0	
78	770	0		78	770	0	
79	780	0		79	780	0	
80	790	0		80	790	0	
81	800	0		81	800	0	
82	810	0		82	810	0	
83	820	0		83	820	0	
84	830	0		84	830	0	
85	840	0		85	840	0	
86	850	0		86	850	0	
87	8						

CENTRAL LINE—CONTINUED.
MOUNT MORGAN BRANCH.

Table with columns: Station, Time, and other schedule details for the Mount Morgan Branch. Includes stations like Archer Park, Rockhampton, and Mount Morgan.

MOUNT MORGAN TO ROCKHAMPTON.

Table with columns: Station, Time, and other schedule details for the Mount Morgan to Rockhampton route. Includes stations like Mount Morgan, Rockhampton, and Archer Park.

For Notes, see page 1.

Table with columns: Station, Time, and other schedule details for the Archer Park to Mount Morgan route. Includes stations like Archer Park, Mount Morgan, and Rockhampton.

COLLINSVILLE BRANCH.

Table with columns: Station, Time, and other schedule details for the Collinsville Branch. Includes stations like Collinsville and Bowen.

GREAT NORTHERN RAILWAY—CONTINUED.

TOWNSVILLE TO STEWART'S CREEK.

Table with columns: Station, Time, and other schedule details for the Townsville to Stewart's Creek route. Includes stations like Townsville, Quinalba, and Stewart's Creek.

Trains also leave Townsville for Quinalba at 1.15 p.m. and 6.15 p.m., except Saturdays, stopping at Quinalba, south of Townsville. Trains, south of Townsville, and Quinalba, if required, for passengers. Trains, south of Townsville, for Quinalba, at 12.00 p.m. Saturdays, for North Townsville.

STEWART'S CREEK TO TOWNSVILLE.

Table with columns: Station, Time, and other schedule details for the Stewart's Creek to Townsville route. Includes stations like Stewart's Creek, Quinalba, and Townsville.

Trains also leave Stewart's Creek for Townsville at 7.15 a.m. and 6.00 p.m., except Saturdays, and 6.15 p.m. Sundays and Public Holidays, stopping at Quinalba, south of Townsville, and Quinalba, if required, for passengers. Trains, south of Stewart's Creek, for Townsville, at 1.15 p.m. Saturdays, and 11.50 a.m. Public Holidays.

For Notes, see page 1.

GREAT NORTHERN RAILWAY—CONTINUED.
WINTON LINE.

Table with columns: Station, Time, and other schedule details for the Winton Line. Includes stations like Winton, Boulton, and Archer Park.

The times indicated in this table are given as a guide only. The approximate times may vary. For Notes, see p. 1, col. 1, see page 1.

MOUNT CUTHBERT LINE.

Table with columns: Station, Time, and other schedule details for the Mount Cuthbert Line. Includes stations like Mount Cuthbert, Cloncurry, and Boulton.

Notes in regard to this line are given on page 1, col. 1, and page 2, col. 1, of this paper.

NORTH COAST RAILWAY.

Table with columns: Station, Time, and other schedule details for the North Coast Railway. Includes stations like Lillioy, Bowen, and Mackay.

CAIRNS RAILWAY.

JOHNSTONE RIVER LINE.

Table with columns: Station, Time, and other schedule details for the Cairns Railway and Johnstone River Line. Includes stations like Cairns, Johnstone, and Mackay.

CAIRNS, MOUNT MULLIGAN, MOUNT GERRARD, CHILLAGOE, AND MUNGANA.

Table with columns: Station, Time, and other schedule details for the Cairns, Mount Mulligan, Mount Gerrard, Chillagoe, and Mungana routes. Includes stations like Cairns, Mulligan, Chillagoe, and Mungana.

For Notes, see page 1, col. 1, and page 2, col. 1.

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CAIRNS RAILWAY—CONTINUED.
CAIRNS TO DARADGEE.

Miles from Cairns	Stations.	Time (Line runs south towards Ingham.)	Mixed. Mon. & Sat.	Mixed. Tues. & Fri.	Mixed. Wed. & Sun.	Trains from Cairns.			
						Single.		Express.	
						1 cl.	2 cl.	1 cl.	2 cl.
0	CAIRNS	dep	6.45	7.55	2.30				
1	Worce	d				1.2	1.3		
2	Worce	d				1.7	1.8		
3	Worce	d				1.11	1.2		
4	Worce	d				1.3	1.4		
5	Worce	d				1.5	1.6		
6	Worce	d				1.7	1.8		
7	Worce	d				1.9	1.10		
8	Worce	d				1.11	1.12		
9	Worce	d				1.13	1.14		
10	Worce	d				1.15	1.16		
11	Worce	d				1.17	1.18		
12	Worce	d				1.19	1.20		
13	Worce	d				1.21	1.22		
14	Worce	d				1.23	1.24		
15	Worce	d				1.25	1.26		
16	Worce	d				1.27	1.28		
17	Worce	d				1.29	1.30		
18	Worce	d				1.31	1.32		
19	Worce	d				1.33	1.34		
20	Worce	d				1.35	1.36		
21	Worce	d				1.37	1.38		
22	Worce	d				1.39	1.40		
23	Worce	d				1.41	1.42		
24	Worce	d				1.43	1.44		
25	Worce	d				1.45	1.46		
26	Worce	d				1.47	1.48		
27	Worce	d				1.49	1.50		
28	Worce	d				1.51	1.52		
29	Worce	d				1.53	1.54		
30	Worce	d				1.55	1.56		
31	Worce	d				1.57	1.58		
32	Worce	d				1.59	1.60		
33	Worce	d				2.01	2.02		
34	Worce	d				2.03	2.04		
35	Worce	d				2.05	2.06		
36	Worce	d				2.07	2.08		
37	Worce	d				2.09	2.10		
38	Worce	d				2.11	2.12		
39	Worce	d				2.13	2.14		
40	Worce	d				2.15	2.16		
41	Worce	d				2.17	2.18		
42	Worce	d				2.19	2.20		
43	Worce	d				2.21	2.22		
44	Worce	d				2.23	2.24		
45	Worce	d				2.25	2.26		
46	Worce	d				2.27	2.28		
47	Worce	d				2.29	2.30		
48	Worce	d				2.31	2.32		
49	Worce	d				2.33	2.34		
50	Worce	d				2.35	2.36		
51	Worce	d				2.37	2.38		
52	Worce	d				2.39	2.40		
53	Worce	d				2.41	2.42		
54	Worce	d				2.43	2.44		
55	Worce	d				2.45	2.46		
56	Worce	d				2.47	2.48		
57	Worce	d				2.49	2.50		
58	Worce	d				2.51	2.52		
59	Worce	d				2.53	2.54		
60	Worce	d				2.55	2.56		
61	Worce	d				2.57	2.58		
62	Worce	d				2.59	3.00		
63	Worce	d				3.01	3.02		
64	Worce	d				3.03	3.04		
65	Worce	d				3.05	3.06		
66	Worce	d				3.07	3.08		
67	Worce	d				3.09	3.10		
68	Worce	d				3.11	3.12		
69	Worce	d				3.13	3.14		
70	Worce	d				3.15	3.16		
71	Worce	d				3.17	3.18		
72	Worce	d				3.19	3.20		
73	Worce	d				3.21	3.22		
74	Worce	d				3.23	3.24		
75	Worce	d				3.25	3.26		
76	Worce	d				3.27	3.28		
77	Worce	d				3.29	3.30		
78	Worce	d				3.31	3.32		
79	Worce	d				3.33	3.34		
80	Worce	d				3.35	3.36		
81	Worce	d				3.37	3.38		
82	Worce	d				3.39	3.40		
83	Worce	d				3.41	3.42		
84	Worce	d				3.43	3.44		
85	Worce	d				3.45	3.46		
86	Worce	d				3.47	3.48		
87	Worce	d				3.49	3.50		
88	Worce	d				3.51	3.52		
89	Worce	d				3.53	3.54		
90	Worce	d				3.55	3.56		
91	Worce	d				3.57	3.58		
92	Worce	d				3.59	4.00		
93	Worce	d				4.01	4.02		
94	Worce	d				4.03	4.04		
95	Worce	d				4.05	4.06		
96	Worce	d				4.07	4.08		
97	Worce	d				4.09	4.10		
98	Worce	d				4.11	4.12		
99	Worce	d				4.13	4.14		
100	Worce	d				4.15	4.16		
101	Worce	d				4.17	4.18		
102	Worce	d				4.19	4.20		
103	Worce	d				4.21	4.22		
104	Worce	d				4.23	4.24		
105	Worce	d				4.25	4.26		
106	Worce	d				4.27	4.28		
107	Worce	d				4.29	4.30		
108	Worce	d				4.31	4.32		
109	Worce	d				4.33	4.34		
110	Worce	d				4.35	4.36		
111	Worce	d				4.37	4.38		
112	Worce	d				4.39	4.40		
113	Worce	d				4.41	4.42		
114	Worce	d				4.43	4.44		
115	Worce	d				4.45	4.46		
116	Worce	d				4.47	4.48		
117	Worce	d				4.49	4.50		
118	Worce	d				4.51	4.52		
119	Worce	d				4.53	4.54		
120	Worce	d				4.55	4.56		
121	Worce	d				4.57	4.58		
122	Worce	d				4.59	5.00		
123	Worce	d				5.01	5.02		
124	Worce	d				5.03	5.04		
125	Worce	d				5.05	5.06		
126	Worce	d				5.07	5.08		
127	Worce	d				5.09	5.10		
128	Worce	d				5.11	5.12		
129	Worce	d				5.13	5.14		
130	Worce	d				5.15	5.16		
131	Worce	d				5.17	5.18		
132	Worce	d				5.19	5.20		
133	Worce	d				5.21	5.22		
134	Worce	d				5.23	5.24		
135	Worce	d				5.25	5.26		
136	Worce	d				5.27	5.28		
137	Worce	d				5.29	5.30		
138	Worce	d				5.31	5.32		
139	Worce	d				5.33	5.34		
140	Worce	d				5.35	5.36		
141	Worce	d				5.37	5.38		
142	Worce	d				5.39	5.40		
143	Worce	d				5.41	5.42		
144	Worce	d				5.43	5.44		
145	Worce	d				5.45	5.46		
146	Worce	d				5.47	5.48		
147	Worce	d				5.49	5.50		
148	Worce	d				5.51	5.52		
149	Worce	d				5.53	5.54		
150	Worce	d				5.55	5.56		
151	Worce	d				5.57	5.58		
152	Worce	d				5.59	6.00		
153	Worce	d				6.01	6.02		
154	Worce	d				6.03	6.04		
155	Worce	d				6.05	6.06		
156	Worce	d				6.07	6.08		
157	Worce	d				6.09	6.10		
158	Worce	d				6.11	6.12		
159	Worce	d				6.13	6.14		
160	Worce	d				6.15	6.16		
161	Worce	d				6.17	6.18		
162	Worce	d				6.19	6.20		

CAIRNS RAILWAY—CONTINUED.
ETHERIDGE RAILWAY.

Miles from Cairns.	Stations.	Mixed. Thurs. only.	Fares from Cairns.				Stations.	Mixed. Friday only.	—				
			Single.		Excursion.								
			1 cl.	2 cl.	1 cl.	2 cl.							
121	ALMA-DEN ...	dep	a.m.	8 20	...	...	...	...	FORSAYTH ...	dep	a.m.	7 15	...
129	Lime Siding ...	d	...	...	...	...	...	...	Wirra-Wirra ...	d	...	...	...
130	Lig Siding ...	d	21 3	13 9	32 0	20 6	...	...	Sawmill Siding...	d	...	...	...
153	Bullock Creek...	d	24 10	16 0	37 6	24 0	...	...	Einasseigh ...	arr	10 15	...	...
164	Lyndbrook ...	d	11 50	26 4	17 0	39 9	25 6	...	Ditto ...	dep	10 40	...	...
176	Frehurst ...	d	28 4	18 3	42 11	27 3	...	...	Mount Surprise	...	p.m.	1 20	...
188	Mount Surprise	...	p.m.	1 55	30 1	19 4	46 0	29 0	Frehurst ...	d	...	...	...
222	Einasseigh ...	arr	4 5	35 0	22 3	53 0	33 6	...	Lyndbrook ...	d	3 15	...	...
	Ditto ...	dep	4 30	...	...	...	...	...	Bullock Creek ...	d	...	...	...
	Sawmill Siding	d	...	...	...	...	...	...	Lig Siding ...	d	...	...	...
251	Wirra-Wirra ...	d	39 4	25 0	60 0	37 9	...	...	Lime Siding ...	d	...	...	...
263	FORSAYTH ...	arr	7 30	41 0	26 0	62 0	39 0	...	ALMA-DEN ...	arr	6 30	...	...

MOUNT MOLLOY RAILWAY TIME TABLE.

Miles from Bibbohra.	Stations.	Mixed. Wed. and Sat.	Fares from Cairns.				Stations.	Mixed. Wed.	Mixed. Sat.					
			Single.		Excursion.									
			1 cl.	2 cl.	1 cl.	2 cl.								
...	MAREEBA ...	dep	a.m.	*9 20	...	...	...	...	MOUNT MOLLOY ...	dep	p.m.	12 15	p.m.	1 0
...	Bibbohra ...	arr	9 35	...	...	...	...	...	Yalkula ...	d	...	...	...	...
	Ditto ...	dep	10 15	...	...	...	...	...	Southedge ...	d	...	...	...	...
10	Southedge ...	d	9 0	6 0	13 11	9 5	...	...	Bibbohra ...	arr	1 40	2 25	...	...
14	Yalkula ...	d	...	...	...	...	...	...	Ditto ...	dep	1 55	2 50	...	...
20	MOUNT MOLLOY	arr	11 40	10 7	7 1	16 3	10 9	...	MAREEBA ...	arr	2 10	3 5	...	...

* On Saturdays runs 25 minutes later from Mareeba and leaves Bibbohra 10.15 a.m.

STANNARY HILLS AND IRVINEBANK TRAMWAYS.

IRVINEBANK TO BOONMOO.

Stations.	Wednesdays.	Saturdays only.	Saturdays only.
IRVINEBANK ...	...	7 15 a.m.	1 30 p.m.
Stannary ...	...	9 0 a.m.	3 0 p.m.
Ditto ...	...	...	...
BOONMOO ...	11 15 a.m.	9 15 a.m.	...
	12 30 a.m.	10 30 a.m.	...

BOONMOO TO IRVINEBANK.

Stations.	Wednesdays.	Saturdays only.	Saturdays only.
BOONMOO ...	1 45 p.m.	11 45 a.m.	9 30 "
Stannary ...	3 30 p.m.	1 15 p.m.	11 0 a.m.
IRVINEBANK ...	5 30 p.m.	...	...

These times are approximate, and are subject to alteration without notice.
 FARES:—Between Irvinebank and Stannary Hills ... 4s. 10d.
 Between Stannary Hills and Boonmoo ... 4s. 6d.
 This Time Table is printed by permission of the Tramway Companies for public information. The Commissioner for Railways is not responsible for the running of trains on these lines.

COOKTOWN RAILWAY.

To Laura—Read Down.

From Laura—Read Up.

Height above High Water.	Miles from Cooktown.	Miles	Motor			Alternate Thursdays.		Stations.	Alternate Thursdays.		Motor	Fares from Cooktown.			
			Tues. only.	Train.		Motor	Motor		Train.	Single.		Excursion.			
				a.m.	a.m.					a.m.		1 cl.	2 cl.	1 cl.	2 cl.
Ft.			a.m.	a.m.	a.m.		dep COOKTOWN	3 30	6 30	11 20	a. d.	s. d.	a. d.	s. d.	
1	1	1	9 0	*7 0	7 0	...	...	...	...	...	...	...	...	...
36	2	2	d	d	d	...	...	...	...	...	0 5	0 4	...	...
7	4	4	d	d	d	...	...	...	...	...	0 6	0 5	...	...
15	6	6	d	d	d	...	...	...	...	...	0 11	0 9	...	...
23	8	8	d	d	d	...	...	...	...	...	1 2	0 10	...	...
53	9	9	d	d	d	...	...	...	...	...	1 5	0 11	...	...
106	12	12	d	d	d	...	...	...	...	...	2 1	1 5	4 1	2 9
120	14	14	d	d	d	...	...	...	...	...	2 8	1 11	4 1	2 9
156	17	17	d	d	d	...	...	...	...	...	3 3	2 3	4 11	3 5
349	25	25	d	d	d	...	...	...	...	...	3 8	2 6	5 8	3 8
300	28	28	d	d	d	...	...	...	...	...	5 3	3 5	8 0	5 2
371	32	32	d	d	d	...	...	...	...	...	5 10	4 0	8 9	6 1
224	45	45	d	d	d	...	...	...	...	...	6 5	4 5	9 7	6 6
278	59	59	d	d	d	...	...	...	...	...	9 0	6 1	13 4	9 3
284	63	63	d	d	d	...	...	...	...	...	11 3	7 6	16 11	11 3
290	67	67	d	d	d	...	...	...	...	...	11 10	7 10	17 9	11 10
			12 30	11 0	7 0	arr LAURA	...	dep	11 30	*1 0	12 8	8 4	19 0	12 8	

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

NORMANTON-CROYDON RAILWAY.

To Croydon—Read Down.

From Croydon—Read Up.

Height.	Miles from Normanton.	Miles	Motor		Mxd. Mon. in Boat Week.	Stations.	Motor		Mxd. Tues. in Boat Week.	Fares from Normanton.			
			Mon. Ex. in Boat Week.	Tues. Ex. in Boat Week.			Tues. Ex. in Boat Week.	Single.		Excursion.			
								1 cl.		2 cl.	1 cl.	2 cl.	
Ft.			a.m.	a.m.		dep NORMANTON	1 30	2 30	...	a. d.	s. d.	a. d.	s. d.
32	...	...	9 0	9 0	...	...	...	...	...	...	...	...	...
16	11	11	d 9 35	9 35	...	Clarina	d 12 45	d 1 45	...	2 5	1 7	4 1	2 9
21	14	14	d 9 48	9 48	...	Glenore	d 12 30	d 1 30	...	3 3	2 3	4 11	3 5
97	38	38	d 10 59	10 59	...	Haydon	d 11 20	d 12 20	...	7 7	5 2	11 6	7 10
169	57	57	a 12 3	12 3	...	Blackbull	a 10 20	a 11 20	...	11 0	7 3	16 5	11 0
210	66	66	d	d	...	68-mile Siding	d	d	...	12 4	8 4	18 7	12 4
222	70	70	d 12 45	d 12 45	...	70-mile Siding	d 9 35	d 10 35	...	13 2	8 7	19 11	13 2
247	76	76	d 1 5	d 1 5	...	Green Creek	d 9 15	d 10 15	...	14 3	9 5	21 3	14 0
261	80	80	d 1 30	d 1 30	...	80-mile Siding	d 9 0	d 10 0	...	14 9	9 8	22 4	14 6
322	90	90	a 2 0	a 2 0	...	Golden Gate	a 8 30	a 9 35	...	16 8	10 9	25 0	16 2
322	91	91	d	d	...	Forsythe's Siding	d	d	...	16 8	10 9	25 3	16 5
381	94	94	2 30	2 30	arr CROYDON	...	dep	8 0	9 0	17 2	11 3	25 10	16 11

Rail Motor—one class only.

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

FARES—BRISBANE CENTRAL AND SUBURBAN STATIONS.

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

To trace a crooked path

You 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

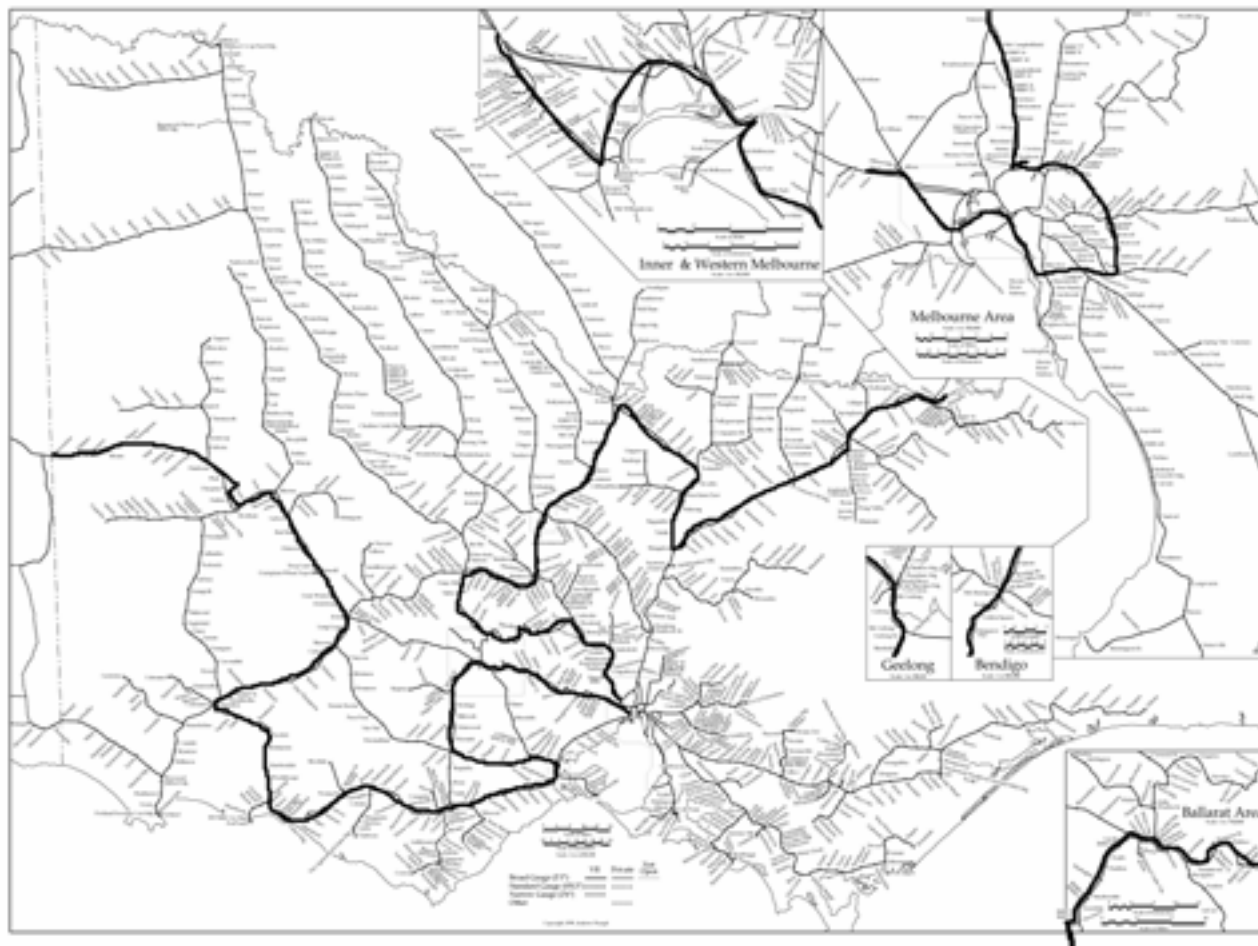
computer you soon find out about the famous "Konigsberg bridges" problem. Euler had it easy- he was allowed to visit each node as often as he liked. This will therefore be a complex task, made harder by the fact that no line nor any connection between them which ever opened on the VVR has ever been closed. 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, Carllsruhe, 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, meal-breaks 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.

The *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.



A40a
CREDIT SALE DOCKET
 Date 20-1-1967
 Name L. Stuart No. S 159
 Location Neuroodla
 — DR. TO —
COMMONWEALTH RAILWAYS PROVISION STORES

	5	Bread 21c	307	1-05
	5	- 21	} 69.1	1 05
	2	- 16		32
	1	Wrens		4
	1	W Weekly		10
	12	pints milk 6 Tin 6 Tin		1-20
	1	Cabbage		38.
	1	Carrots		20.
	1	Lettuce		18.
	2	Cucumbers 16c		32
K77	5	lb Pumpkins 12		60
	3	- Apples 24		72
	4	only Lemons 5c		20
	½ doz	Oranges 7c		42
	4 lb	Tomatoes 30		1-20
	3	cases		62
				35
				\$11-95

B 17854

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		
		Coal empties			Coal empties			Slow Mixed		
		Tue.	Fri.	exc.	Tue.	Fri.	exc.	Tue.	Fri.	exc.
		†			†					
Adelaide	dep.	—	—	—	—	—	—	8.00	a.m.	
Pt. Pirie Junc.	arr.	—	—	—	—	—	—	12.16	p.m.	
	dep.	—	—	—	—	—	—	12.40	p.m.	§
Stirling North:										
Triangle East	arr.	—	—	—	—	—	—	—	—	§
Marshalling Yd.	arr.	—	—	—	—	—	—	—	—	§
Port Augusta	arr.	—	—	—	—	—	—	2.12	p.m.	
Tabled Max. Speed—		50 m.p.h.			50 m.p.h.			40 m.p.h.		
		p.m.			p.m.			p.m.		
PORT AUGUSTA dep.		—			—			6.45		
STIRLING NORTH:		—			—			—		
Triangle West	arr.	—			—			6.57		
Marshalling Yd.	arr.	—			—			7.00		
								48.		
								71		
Emeroo	dep.	8.05	—	—	8.05	—	—	8.50	—	—
	arr.	—	—	—	8.33	—	—	9.20	—	—
	dep.	8.33	—	—	8.36	—	—	9.40	—	—
Wilkatana	arr.	—	—	—	—	—	—	10.10	—	—
	dep.	8.59	—	—	9.05	—	—	10.13	—	—
Yadlamalka	arr.	—	—	—	9.24	—	—	10.36	—	—
								56		
	dep.	9.18	—	—	9.27	—	—	10.50	—	—
Neuroodla	arr.	9.44	—	—	—	—	—	11.20	—	—
		56			56			64		
	dep.	9.54	—	—	9.56	—	—	11.50	—	—
Cotabena	arr.	—	—	—	—	—	—	12.12	a.m.	—
	dep.	10.14	—	—	10.14	—	—	12.22	—	—
Moralana	arr.	—	—	—	10.33	—	—	12.46	—	—
		64			64			—		
	dep.	10.33	—	—	10.36	—	—	12.58	—	—
Brachinø	arr.	—	—	—	—	—	—	1.30	—	—
								80		
	dep.	10.59	—	—	11.05	—	—	1.50	—	—
Commodore	arr.	—	—	—	—	—	—	2.04	—	—
	dep.	11.10	—	—	11.16	—	—	2.10	—	—
Parachilna	arr.	11.24	—	—	11.30	—	—	2.28	—	—
	dep.	11.34	—	—	11.34	—	—	3.03	—	—
Nilpena	arr.	—	—	—	—	—	—	3.24	—	—
		80			80			—		
	dep.	11.53	—	—	11.53	—	—	3.28	—	—
Beltana	arr.	—	—	—	—	—	—	3.50	—	—
	dep.	12.10	a.m.	—	12.10	a.m.	—	4.25	—	—
COPLEY	arr.	—	—	—	—	—	—	5.17	—	—
								14, 706		
	dep.	12.56	—	—	12.56	—	—	6.30	—	—
TELFORD	arr.	1.09	—	—	1.09	—	—	6.48	—	—
								06		
	dep.	1.21	—	—	1.21	—	—	7.30	—	—
Lyndhurst	arr.	—	—	—	—	—	—	7.55	—	—
		a.m.			a.m.			—		
	dep.	—	—	—	—	—	—	8.10	—	—
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.)			—		
	dep.	—			—			9.22		
MARREE	arr.	—			—			9.50		
								a.m. W. Sat.		
Marree	dep.	—			—			3.15 p.m. W		
Oodnadatta	arr.	—			—			11.00 a.m. Th		
Alice Springs	arr.	—			—			8.55 a.m. F		

§ Regular Goods connection, Tuesday (No. 371):— Port Pirie Junction dep. 5.45 p.m.; Stirling North (Station) arr. 7.16 p.m.
§ Regular parcels connection Friday (No. 671):— Pt. Pirie Junction dep. 6.00 p.m.; Stirling North (Station) arr. 7.31 p.m.

† 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.

Fridays only.									
	G 1	G 3	G 5	No. 545		H 2	H 4	H 6	No. 612
Starts from Platform No.....	5	7	5	7					
SYDNEY dep.	9 0	9 55	10 25	10 33	PARRAMATTA dep.	9 55	.....	.....	.....
Relfern .....	.....	9 53	.....	.....	.....	.....	.....	.....	.....
McDonaldtown ..	.....	10 1	.....	.....	.....	.....	.....	.....	.....
Newtown .....	.....	10 4	.....	.....	.....	.....	.....	.....	.....
Stannmore .....	.....	10 7	.....	.....	.....	.....	.....	.....	.....
Petersham .....	.....	10 10	.....	10 42	.....	.....	.....	.....	.....
Lewisham .....	.....	10 12	.....	10 44	.....	.....	.....	.....	.....
Summer Hill .....	.....	10 15	.....	10 47	.....	.....	.....	.....	.....
Ashfield .....	.....	10 18	.....	10 50	.....	.....	.....	.....	.....
Croydon .....	.....	.....	.....	10 52	.....	.....	.....	.....	.....
Burwood	9 14	.....	10 39	10 55	Homebush	9 59	.....	10 58	11 10
Strathfield .....	.....	.....	.....	.....	Ashfield .....	.....	10 31	.....	.....
Do dep.	9 17	.....	10 42	10 53	.....	.....	.....	.....	.....
Homebush .....	.....	.....	10 45	11 02	.....	.....	.....	.....	.....
Do dep.	9 20	.....	.....	.....	.....	.....	.....	.....	.....
Flemington	9 23	.....	.....	.....	.....	.....	.....	.....	.....
Neeropolis .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rookwood	9 27	.....	.....	.....	.....	.....	.....	.....	.....
Auburn	9 31	.....	.....	.....	.....	.....	.....	.....	.....
Clyde Jetn.	9 35	.....	.....	.....	.....	.....	.....	.....	.....
Granville	9 38	.....	.....	.....	.....	.....	.....	.....	.....
Harris Park	9 41	.....	.....	.....	.....	.....	.....	.....	.....
PARRAMATTA arr.	9 43	.....	.....	.....	SYDNEY..... arr.	10 15	10 42	11 15	11 28

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

The 8.38 p.m., Sydney to Homebush, to have 9 cars.
The 9 5
The 9.33
The 9.43
The 10.7
The 10.30
The 10.33
The 10.37

For arrangements on Illawarra Line see page 6.