



The Times

October 2006

A journal of transport timetable history and analysis



**Lining up for a 20 trains per day timetable
BHP-Billiton's train operations**



North Lyell Mine - Scene of Disaster.



Inside: Pilbara iron ore railway timetables
The "Disaster" trains

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The Times

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On the front cover

Two very different types of mining railway feature on our cover and in our stories this month. The upper photo shows a line-up of locomotives used on BHPBIO’s Mt Newman line and branches. Tiny by comparison is the 2-ft gauge haulage line of the My Lyell Mining Company in Western Tasmania.

It was a total coincidence that, on the day I began to write the article on the Mt Lyell Disaster, the Beaconsfield mine collapsed, trapping 2 miners underground for 14 days. The Beaconsfield event did serve to remind the media, however, of yet another similar event at Bonnie Vale near Kalgoorlie in March 1907. Miner Modesto Varischetti was trapped underground (and underwater) for nine days. The railways played a part in his rescue, with divers and diving gear (right) being railed on special trains from far away places. If you are a Baby Boomer from Victoria, you probably recall the exciting railway sprints associated with this, because they appeared in the Victorian School Book Reader. Who still has one and can extract the timetables of these trains from it for us?



[Note this post-production copy has had 17 typos corrected.]

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

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Heavy Metal at Mt Newman

GEOFF LAMBERT reviews operations and the timetable on the world's biggest iron-ore railway.

When we reviewed modern rail timetabling practices under *Open Access* last year, we alluded to the fact that the issues were important for the Pilbara private iron ore lines, but there was insufficient information to be worth publishing. Since then the National Competition Council (NCC) has finalised a lengthy process which concluded with it recommending that BHP-Billiton's line be declared for Open Access, allowing Fortescue Metals to build a branch line to connect with BHP's and then to use the Big Australian's tracks down to the coast. However, the Federal Minister declined to respond by the deadline, thus rejecting by default the recommendation by the NCC.

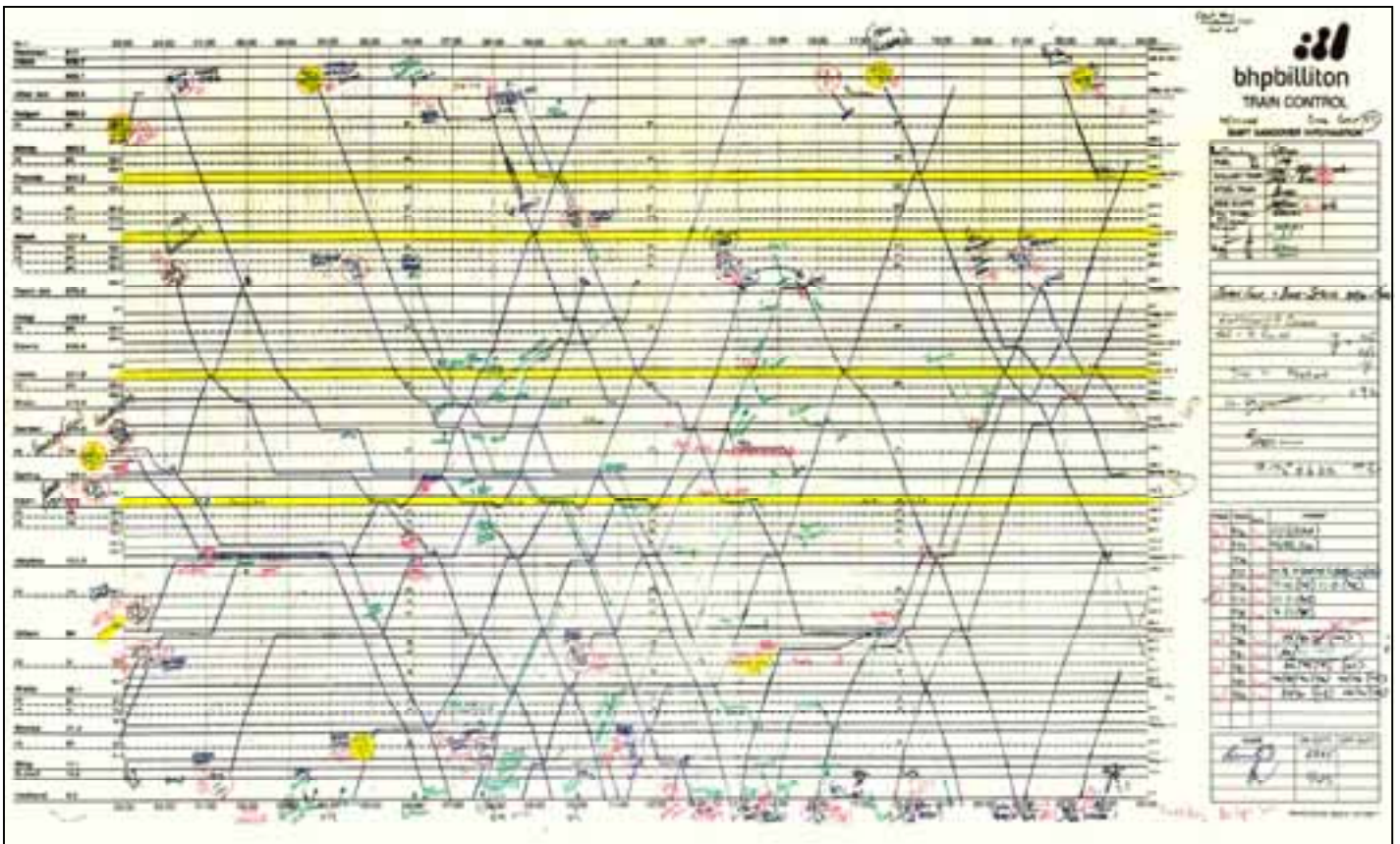
The NCC process was long and involved, with over 100 documents submitted, a large number of which dealt with train planning issues. Some of these actually contained what are effectively timetables for the line and it is these that we illustrate here.

The line

BHPBIO runs two lines to its port complexes at Finucane Island and Nelson



A typical 25,000 tonne train snakes its way to the coast. The BHP railway once operated the world's largest train, over 4 times the size of this one.



Point, the one considered here is the "original" line to Mt Newman and its more recent branches. The other line is to Yarie, originally the Mt Goldsworthy line (map, below right). The main line to Mt Newman (aka Whaleback) branches at Yandi Jct, where a line to Yandi takes off. From near Yandi, a sub-branch runs to Area C, also known as Mindy Mindy (map, page 6). There is also a branch off the main line to Jimblebar. Distance to the mines are

Yandi 363(?)
 Area C 333(?)
 Jimblebar 426
 Whaleback 417

The line is single-tracked for most of the distance.

The trains

The standard BHPBio train is supposed to consist of 200 cars, but averages about 183 cars, formed from "rakes" which average 104 cars per rake. Cars weigh 22 tonnes empty and 125 tonnes loaded, the average train mass is thus 23,790 tonnes. A test train of 100,000 tonne has been run, the heaviest train in world history.

Train Planning and control

On a long-term basis, BHPBio use "dynamic modelling" to decide on the best configuration for their railway. As with many such railways, the short-term traffic on the line is largely dictated by operations at both the port and the mine. BHPBio say that these operations are sufficiently variable that they effectively constrain the railway to its present capacity, which is about 100 million tonnes per year. Modelling by consultants has suggested that, with a few enhancements, the capacity could be 200 million tonnes per year. Were the line to be double-tracked throughout, this capacity could again be doubled. BHP have themselves apparently considered this option.

All railway operations on the Newman line and Goldsworthy line are controlled from a solid state interlocked Centralised Traffic Control (CTC) system. Specialised computer hardware and digital communications powered by solar technology support the signalling system. The CTC is controlled remotely by a Train Controller from a central location (currently, in Port Hedland). Other items are linked to and feed back into the CTC to warn the Train Controller and the train drivers about unsafe conditions such as overheated wheels and bearings, and dragging equipment. The mainline CTC is based on computer hardware and software that was originally provided by Westinghouse and attached servers which have subsequently been configured and enhanced exclusively for BHPBio by R C Wright & Associates and on Yard CTC provided by Alstom Australia.

(Continued on page 6)

KIK - 2

BHP RAILROAD OPERATIONS DAILY INPUT REPORT

IRON ORE Railroad 19/10/2005 (Newman LINE)

RORPV001
21/10/2005 10:29
Page 1 of 2

Departures Ex Port								
Train No	Sched Depart	Actual Depart	Delay (Duration - minutes)	Sched Cars	Act Cars	Rail	Port	Mine
1321	01:00	23:14		200	0	-7	0	0
1322	02:00	01:09		200	211	-11	0	0
1323	04:00	04:04		200	202	-2	0	0
1324	07:00	06:59		200	208	-8	0	0
1325	08:00			200	0	0	0	200
1326	10:00	10:05		200	206	-6	0	0
1327	13:00	12:45		200	206	-6	0	0
1328	14:00	14:24	Waiting Locomotives (24)	200	106	95	0	0
1329	16:00	16:36	Waiting Locomotives (36)	200	204	-4	0	0
1330	19:00	18:45	Railroad Operations (45)	200	306	0	0	-106
1331	21:00	21:34	Waiting Locomotives (34)	200	102	98	0	0
1332	22:00	22:46	Railroad Operations (46)	200	204	-4	0	0
				2400	1964	146	0	94

Departures Ex Mine					
Train No	Sch Depart	Act Depart	Loaded Cars	Empty Cars	Total Cars
1316 (1316A/1316B)	00:30	00:30	(MCF - 102) / (MCF - 102)	0	204
1318 (1318A/1318B)	04:00	06:10	(YDF - 102) / (YDL - 102)	0	204
1317 (1317A/1317B)	05:00	06:04	(JRR - 87) / (WBR - 106)	0	193
1320 0	07:00		0	0	0
1319 (1319A/1319B)	10:00	08:58	(WBR - 102) / (ZSR - 103)	0	206
1321 (1321A/1321B)	10:00	09:25	(YDF - 106) / (YDF - 102)	0	207
1322 (1322A/1322B)	12:30	16:00	(MCL - 106) / (MCL - 106)	0	211
1324 (1324A/1324B)	16:00	16:10	(YDF - 104) / (YDF - 104)	0	208
1323 (1323A/1323B)	17:00	17:30	(WBR - 101) / (JRR - 101)	0	202
1325 0	18:30		0	0	0
1327 (1327A/1327B)	22:00	22:20	(YDF - 104) / (YDF - 102)	0	206
1326 (1326A/1326B)	23:00	20:40	(WBR - 106) / (WBR - 101)	0	206

	Trains	WB CARS	MM CARS	JR CARS	CB25 CARS	OB CARS	YD CARS	MAC CARS	Empty Cars	Total Cars
Total Actually Loaded	10	515	0	188	103	0	825	415	0	2046
Planned Cars	12	800	0	0	0	0	700	400	0	1900
Total Variance	-2	-285	0	188	103	0	125	15	0	146

Product Losses Allocated To									
	Port								
Mine	0	0	0	0	0	0	0	0	0
Rail	101	0	-101	0	0	0	0	200	200
	184	0	-87	-103	0	175	-15		154





Newman, Yandi & Area C Railing Schedule

NOTE: THIS IS A MINE DEPARTURE BASED SCHEDULE

From **15-Nov-05** Version: 3

Block 1 To **19-Nov-05** 57% 21% 21%

Seq	Destination	Train #	Depart Port	Arrive Mine	Depart Mine	Arrive Port	Jimblebar Junction			Yandi			AREA C		Total cars
							WB	OB26	JR	Y1-F	Y2-F	Y2-L	MF	ML	
10	Yandi 1	1644	15-Nov 05:05	15-Nov 11:24	15-Nov 15:12	15-Nov 19:00				200					200
11	WB only	1645	15-Nov 09:30	15-Nov 17:12	15-Nov 20:12	16-Nov 04:18	200								200
12	Yandi 2														Cancel
13	Area C	1646	15-Nov 11:00	15-Nov 18:16	16-Nov 04:30	16-Nov 08:54				Stow at mine to wait for rhubarb rhubarb			200	200	
14	JBj	1647	15-Nov 16:00	15-Nov 23:42	16-Nov 06:18	16-Nov 14:24		100	100						200
15	WB only	1648	15-Nov 17:00	16-Nov 00:42	16-Nov 03:42	16-Nov 11:48	200								200
16	Yandi 2	1649	15-Nov 18:00	16-Nov 01:24	16-Nov 06:12	16-Nov 09:00					100	100			200
17	Yandi 1														Cancel
18	WB only	1650	15-Nov 21:30	16-Nov 06:12	16-Nov 08:12	16-Nov 18:18	200								200
19	Area C	1651	15-Nov 23:55	16-Nov 07:18	16-Nov 12:01	16-Nov 19:48								200	200
20	Yandi 2	1652	16-Nov 01:30	16-Nov 07:54	16-Nov 11:42	16-Nov 18:30					200				200
21	Area C	1653	16-Nov 04:15	16-Nov 11:20	16-Nov 16:21	17-Nov 00:00								200	200
22	JBj	1654	16-Nov 06:30	16-Nov 14:12	16-Nov 20:42	17-Nov 06:00		100	100						200
23	WB only														Cancel

Handover from 1600 to 1654 something xxx to 200 cars for weighbridge taring

Block 2 Total something scheduled = **XX** Railing above target

Seq	Destination	Train #	Depart Port	Arrive Mine	Depart Mine	Arrive Port	Jimblebar Junction			Yandi			AREA C		Total cars
							WB	OB26	JR	Y1-F	Y2-F	Y2-L	MF	ML	
24	Yandi 1	1655	16-Nov 08:00	16-Nov 15:24	16-Nov 18:12	16-Nov 23:00				200					200
25	Yandi 2	1656	16-Nov 10:00	16-Nov 14:54	16-Nov 20:42	17-Nov 00:03									200
26	WB only	1657	16-Nov 15:00	16-Nov 22:42	17-Nov 01:42	17-Nov 06:48	200								200
27	Area C	1658	16-Nov 17:00	17-Nov 00:18	17-Nov 17:30	17-Nov 22:00							200		200
28	JBj	1659	16-Nov 19:00	17-Nov 02:42	17-Nov 09:18	17-Nov 08:30		100	100						200
29	Area C	1660	16-Nov 21:00	17-Nov 04:18	17-Nov 18:00	17-Nov 23:00								200	200
30	Yandi 2	1661	16-Nov 23:00	17-Nov 05:24	17-Nov 19:00	17-Nov 00:00					200				200
31	WB only														Cancel
32	Yandi 1	1662	17-Nov 01:30	17-Nov 07:54	17-Nov 20:00	17-Nov 02:42					200				200
33	JBj														Cancel
34	Yandi 2	1663	17-Nov 16:00	17-Nov 22:54	18-Nov 02:18	18-Nov 06:00					200				200
35	WB only	1664	17-Nov 17:00	17-Nov 01:12	18-Nov 04:12	18-Nov 12:16	200								200
36	Area C	1665	17-Nov 19:00	17-Nov 02:28	18-Nov 07:08	18-Nov 14:54								200	200
37	Yandi 1	1666	17-Nov 22:00	17-Nov 04:24	18-Nov 08:12	18-Nov 12:00									Cancel

Block 3 Total something scheduled = **XX** Railing above target

Seq	Destination	Train #	Depart Port	Arrive Mine	Depart Mine	Arrive Port	Jimblebar Junction			Yandi			AREA C		Total cars
							WB	OB26	JR	Y1-F	Y2-F	Y2-L	MF	ML	
38	Yandi 2	1667	17-Nov 23:30	18-Nov 06:54	18-Nov 09:48	18-Nov 13:30					200				200
39	WB only	1668	18-Nov 01:00	18-Nov 08:42	18-Nov 11:42	18-Nov 15:48	200								200
40	Area C	1669	18-Nov 03:00	18-Nov 10:18	18-Nov 15:06	18-Nov 22:54								200	200
41	JBj														Cancel
42	WB only	1670	18-Nov 04:30	18-Nov 12:12	18-Nov 15:52	18-Nov 23:18	200							200	200
43	Area C	1671	18-Nov 06:00	18-Nov 13:18	18-Nov 16:06	19-Nov 01:54									200
44	Yandi2	1672	18-Nov 07:30	18-Nov 13:54	18-Nov 17:42	18-Nov 21:30					200				200
45	Yandi 1	1673	18-Nov 09:30	18-Nov 15:54	18-Nov 19:42	18-Nov 23:30					200				200
46	JBj	1674	18-Nov 11:30	18-Nov 19:12	19-Nov 01:48	19-Nov 09:54		100	100						200
47	WB only	1675	18-Nov 13:30	18-Nov 21:12	19-Nov 02:12	19-Nov 08:18	200								200
48	Area C	1676	18-Nov 16:30	18-Nov 22:48	19-Nov 03:36	19-Nov 11:24								200	200
49	Yandi 2	1677	18-Nov 17:30	18-Nov 23:54	19-Nov 03:42	19-Nov 07:30					200				200
50	Area C	1678	18-Nov 18:30	19-Nov 02:48	19-Nov 07:35	19-Nov 15:24		100	100					200	200
51	WB only	1679	18-Nov 21:30	19-Nov 05:18	19-Nov 08:12	19-Nov 15:18	200								200

NJV 10 8 MAC 8 Railing above target

Seq	???	Comment
14	WB	Sequence swapped with 15 due to loco configuration
15	JBj	Sequence swapped with 14 due to loco configuration
18	???	
17	Y1	Cancelled due to loco....
23	WB	Headway....
29		Product swap from
31		Cancelled due to track works (XXXX-YYYY)
33	JBj	Cancelled due to track works (XXXX-YYYY)
40		Product swap from
14	JBj	Cancelled due to track work (JBL spur) (Something) at 197 km (Coon Siding) 0000-1800
		Cancelled due to track work (JBL spur) 365 km (Poonda - Ward) 0700 - 1000

Cell crushers or ore graders for which loadout to use: L1 is the preference but try not to load half in

This schedule is subject to change

Contacts	BHPBIO	Site #	Mobile #	A/H #	A/H & SD #	Fax #	Notes
Area C	Ross Xxxxxx	xxxx xxxx		xxxx xxxx		xxxx xxxx	
Newman	John Xxxxxx	xxxx xxxx	xxxx xxxx			xxxx xxxx	
WB Oregrader	Shift Oregrader	xxxx xxxx	xxxx xxxx				
Yandi	Steve Xxxxxx	xxxx xxxx		xxxx xxxx			
Integrated Planning	Tony Holland	xxxx xxxx	xxxx xxxx				
Train Control	Train Control	xxxx xxxx				xxxx xxxx	
Yard Control	Yard Control	xxxx xxxx				xxxx xxxx	
Supervisor		xxxx xxxx					
Rail Co-ordinator	Jimblebar Junctio	xxxx xxxx	xxxx xxxx			xxxx xxxx	
Rail Co-ordinator	Yandi / Area C	xxxx xxxx					
Contacts							
Area C	HWE Admin	xxxx xxxx	nil	xxxx xxxx		xxxx xxxx	
	Crusher Control	xxxx xxxx	nil				
	Train loadout	xxxx xxxx	nil				
Yard	HWE Admin	xxxx xxxx	nil			xxxx xxxx	
	Y1 Control	xxxx xxxx	nil				
	Y2 Control	xxxx xxxx	nil				

(Continued from page 4)
lia.

Train service

How many trains per day could, in theory, be run over the present or an expanded BHPBIO system was the major issue in the NCC process. The NCC itself was unable to determine where the truth lay and commissioned a consultant to do the analysis for it. BHPBIO commissioned another consultant to make a counter-submission. These did not help the NCC decide and, in its final recommendation, it fell back upon a “practical”, rather than a “theoretical” approach.

In the 2005 calendar year there were 8,246 “movements” of ore trains over the line, probably about half of them empties to the mines and half loaded return runs. Of the total, 3762 worked to and from Yandi, 1612 to and from Area C and 2902 to and from Mt Newman. The numbers equate to about 23 trains per day, say a dozen in each direction. The *Railing Schedule* on page 5 has fewer than this, but the *Daily Input Report* on page 4 and the *Train Control* graph on page 3 show about this number. This graph does not, at first sight, seem to be unduly choked with trains. Whether it was or not was the vital question about which the competition case revolved.

For reporting purposes, trains are grouped

according to 3-day periods, with a subdivision into 3 *Blocks* of about 1 day each. In one 3-Block period, the trains are identified by a *Sequence Number*. Each train also receives a *Train Number*, starting afresh on July 1 and incrementing throughout the year. The numbers of trains to the mines carry an “A” suffix; trains the other way, a “B” suffix. The sequence number and train number are allocated on the basis of the chronological order in which trains are scheduled to depart from the mines.

The theoretical travel time of loaded trains from the mines to the ports seems to be just over 5½ hours but, when allowance is made for meeting empty trains coming up the hill, this is stretched to just over 7½ hours. In the *Railing Schedule* shown on page 5, for November 2005, BHPBIO appears to have done considerably better than this, with an average travel time of 6 hours. These are weighted averages for trains travelling anywhere from 333 to 417 km. Looked at in terms of train speed (which removes the variable distance component) unimpeded travel would be at an average of 70 km/h but, when allowance is made for actual crossing delays, this drops to 50 km/h. Obviously some travel times will be considerably worse than this— train 1659B in 2005 took nearly a day to return to the port from the Jimblebar mine (it was not counted in the average).

Track-Sections	Distance – excluding sidings (km)
Port-Bing	17.1
Bing to Mooka	9.71
Mooka to Walla	20.28
Walla to Abydos	60.61
Abydos to Spring	37.09
Spring to Garden	17.66
Garden to Shaw	6.32
Shaw to Hesta	10.08
Hesta to Cowra	15.15
Cowra to Gidgi	12.11
Gidgi to Yandi Junction	5.15
Yandi Junction to Area C	57
Yandi 2 to Yandi	5.4
Yandi Junction to Whaleback	112
Jimblebar to Jimblebar Junction	32.32

The End of the Line. The map shows the mines and loading areas for both the Hamersley line (which comes in from the west) and the BHPBIO line which comes in from the north. The Fortescue Metals line, if it ever gets built, would run north to the BHPBIO line and join it at either “X” or “Y”. The safeworking sections (loop to loop) along the main line are shown in the table above.



The Disaster

Timetables of ships and trains to Tasmania's West Coast during the Mt Lyell Disaster of 1912, from newspaper reports compiled by GEOFF LAMBERT, with extracts from books by PATSY ADAM SMITH, LOU RAE and GEOFFREY BLAINEY.

GUS White, *Guard Mt Lyell Mining and Railway Co:* 'A shunter came past on his way to the station. 'Did you hear the mine is on fire?'

I said, 'Don't be silly.'

'It's on fire alright and there's ninety-six blokes trapped down below.'

It seemed then as though everyone in Queenstown suddenly knew. Groups of people came out in the street, all looking over at the mountain. The mine was behind the mountain the other side of the 1 in 2 rail haulage. There was a small stream of smoke rising. Then a woman ran by. She must just have heard.'

We have dealt several times with the railways of Tasmania's West Coast—and we will doubtless do so again because they are a favourite of practically everybody. This month we describe the timetables of the trains, which made 'mercy dashes' to the Mt Lyell mine during the famous fire disaster in October 1912.

Special trains as far afield as Bendigo were involved, but those most involved were:

1. The Tasmanian Government Railways (TGR) between Hobart and Burnie and between Zeehan and Strahan;
2. The Emu Bay Railway (EBR) between Burnie and Zeehan and;
3. The Mt Lyell Mining and Railway Company (MLMR) from Strahan to Queenstown and onward over a network of narrow gauge lines to the Lyell mines.

For a comprehensive overview of rail transport in this fascinating area, you could read Lou Rae's *Railways and Tramways on Tasmania's West Coast* and previous *The Times* articles. Geoffrey Blainey's *The Peaks of Lyell* and Patsy Adam Smith's *Folklore of the Australian railwaymen* contain much human-interest material, including much about the Mt Lyell disaster. I quote them extensively.

In October 1912, Tasmania's west coast mines and railways had been in a state of flux for years. A decline set in after a high point in 1906; this was accelerated by the closure of the Zeehan smelting works in 1908. When these reopened in 1911, revival was very rapid. Within 2 months, the local paper boasted that the trains had

never been so busy (*The Times* January 2001, April 2001). In late 1911, however the miners at Mt Lyell went on strike for nearly 2 months. This had drastic effects. Train services on lines that had two trains each way daily were reduced to three per week— even on lines that did not directly serve Mt Lyell. When the strike ended in November, many of these services were restored— but far from all of them.

Bass Strait Ferries

At the time of the disaster a dozen or more ferries plied Bass Strait between Melbourne and the ports of Strahan, Burnie, Devonport, Launceston and Hobart. The Loonganah—"Greyhound of the Fleet"— featured in the long-time record crossing of this treacherous stretch of water during the Disaster. She was a 6,000 HP twin screw steamer of 2,448 tons, normally employed on the Launceston-Melbourne run. Her sailing schedule for September 1906 is on the right.

The Emu Bay Railway

The EBR was a romantic railway for many reasons, but being busy was not one of them. At the time of the Disaster, only one return passenger train per day ran from Burnie to Zeehan. This connected at Guild-

Union Steam Ship Company of N.Z., Ltd.			
LAUNCESTON-MELBOURNE SERVICE.			
* F.S. LOONGANAH AND * S.S. COGGER			
From Launceston.		From Melbourne.	
* L. TUES. .. 4th Sept. 7 p.m.		* C. MON. .. 3rd Sept. 4 p.m.	
* C. WED. .. 5th .. 7 p.m.		* L. WED. .. 5th .. 4 p.m.	
* L. FRI. .. 7th .. 7 p.m.		* C. FRI. .. 7th .. 4 p.m.	
* C. TUES. .. 11th .. 7 p.m.		* L. MON. .. 10th .. 4 p.m.	
* L. WED. .. 12th .. 11 a.m.		* C. WED. .. 10th .. 4 p.m.	
* C. FRI. .. 14th .. noon		* L. FRI. .. 14th .. 4 p.m.	
* L. TUES. .. 18th .. 7 p.m.		* C. MON. .. 17th .. 4 p.m.	
* C. WED. .. 19th .. 7 p.m.		* L. WED. .. 19th .. 4 p.m.	
* L. FRI. .. 21st .. 7 p.m.		* C. FRI. .. 21st .. 4 p.m.	
* C. TUES. .. 25th .. 7 p.m.		* L. MON. .. 24th .. 4 p.m.	
* L. WED. .. 26th .. 7 p.m.		* C. WED. .. 26th .. 4 p.m.	
* C. FRI. .. 28th .. noon		* L. FRI. .. 28th .. 4 p.m.	
Hobart to Sydney.		Sydney to Hobart.	
S.S. OONAH			
TUESDAY 4th Sept.		WEDNESDAY .. 12th Sept.	
TUESDAY 18th ..		MONDAY 16th ..	
SATURDAY 25th ..			
Launceston to Sydney.		Sydney to Launceston.	
via Eden.			
S.S. WAKATIPU.			
WEDNESDAY .. 5th Sept.		WEDNESDAY .. 12th Sept.	
WEDNESDAY .. 19th ..		WEDNESDAY .. 19th ..	
THURSDAY 2nd Oct.		THURSDAY 15th Oct.	
Hobart to Melbourne direct.			
WAIKARE		THURSDAY, 6th Sept.	
WARRLEMOO		THURSDAY, 13th ..	
SHIRAKI		THURSDAY, 20th ..	
MUNOWAI		THURSDAY, 27th ..	

ford Junction with a branch service to Waratah. There was also a daily return goods train, with an uncertain timetable. Probably, there was also an intermittent

(Continued on page 9)



The scene of the disaster, on the eastern side of the ridge which separates Queenstown from Gormanston. Here were both the Mt Lyell mine (the open cut) and the North Lyell mine (an underground mine).

Down Trains

Date commenced Train number	28-May-12	Jun-12	4-Jan-10	5-Jul-11	1-Jan-07	12-Aug-12	5-Nov-08	28-May-12	30-Oct-11	4-Jan-10	Jun-12	5-Nov-08	5-Jul-11	5-Jul-11					
STATION	MLMR Workmens tram Daily	MLMR Goods Mon-Sat	MLMR Goods Mon-Sat	TGR Goods (Ely) Mon-Sat	TGR Light Engine Mon-Sat	TGR Mixed Mon-Sat	MLMR Goods Mon-Sat	MLMR Workmens tram Daily	MLMR Light Engine? Mon-Sat	TGR Light Engine Mon-Sat	TGR Pass Mon-Sat	TGR Pass M, W, Sat	EBR Goods Mon-Sat	EBR Goods Tue-Sat	NEDT Workmens Tram Mon-Sat	MLMR Mail Mon-Sat	NEDT Tram Mon-Sat	TGR Pass Mon-Sat	
Burnie	dep																		
Guildford Junction	arr																		
Rosebery	arr																		
Rayna Jct	dep																		
Zeehan	arr																		
West Strahan	arr																		
Strahan	dep																		
Regatta Point	dep																		
Rinadeena	arr																		
Queenstown	arr																		
North Lyell mine	dep																		

Up Trains

Date commenced Train number	28-May-12	Jun-12	4-Jan-10	5-Jul-11	1-Jan-07	12-Aug-12	5-Nov-08	28-May-12	30-Oct-11	4-Jan-10	Jun-12	5-Nov-08	5-Jul-11	5-Jul-11					
STATION	MLMR Goods Mon-Sat	MLMR Pass Mon-Sat	MLMR Pass Mon-Sat	TGR Pass Mon-Sat	TGR Light Engine Mon-Sat	TGR Mixed Mon-Sat	MLMR Goods Mon-Sat	MLMR Workmens tram Daily	MLMR Light Engine? Mon-Sat	TGR Light Engine Mon-Sat	TGR Pass Mon-Sat	TGR Pass M, W, Sat	EBR Goods Mon-Sat	EBR Goods Tue-Sat	NEDT Workmens Tram Mon-Sat	MLMR Mail Mon-Sat	NEDT Tram Mon-Sat	TGR Pass Mon-Sat	
North Lyell mine	dep																		
Queenstown	arr																		
Rinadeena	dep																		
Regatta Point	arr																		
Strahan	dep																		
West Strahan	arr																		
Zeehan	arr																		
Rayna Jct	dep																		
Rosebery	arr																		
Guildford Jct	dep																		
Burnie	arr																		

STATION	Day Date	Sun 13-Oct-12	Sun 13-Oct-12	Sun 13-Oct-12	Sun 13-Oct-12	Sun 13-Oct-12	Mon 14-Oct-12	Mon 14-Oct-12	Mon 14-Oct-12	Tue 15-Oct-12	Tue 15-Oct-12	Tue 15-Oct-12	Tue 15-Oct-12	Wed 16-Oct-12	Wed 16-Oct-12	Wed 16-Oct-12	Thu 17-Oct-12	Fri 18-Oct-12
Meibourne	dep																	
Hobart	dep																	
Launceston	dep																	
Devonport	dep																	
Burnie	arr																	
Burnie	dep																	
Zeehan	arr																	
Strahan/Regatta Point	dep																	
Queenstown	arr																	
Queenstown	dep																	
Nth Lyell Mine	dep																	
	arr																	
	arr																	

(Continued from page 7)

service between Rosebery and Zeehan, which delivered ore from the Primrose mine to the Zeehan smelters. About a thousand tons per month moved this way. This is a trifling amount by today's standards and, even then, it was exceeded threefold by ore railed to Burnie. How the latter was moved is not known.

North East Dundas Tramway

This little narrow gauge line was not actually involved in the Disaster, but is an interesting example of the boom and bust cycle of Zeehan's railways. In mid-1912, it was running two daily return trains to the Griffith mining field, a few miles out of Zeehan. Twice a week, these trains were extended to Williamsford. By October 1912, the Williamsford service had become daily again. It is unclear whether one Griffith miners tram then remained as a separate service. In addition, there were regular firewood trains on this line and a late afternoon train from Williamsford on Saturdays.

Zeehan-Dundas

The second 3'6" gauge line built in the Zeehan area, this line shared a section of track with the EBR between Rayna Junction and Zeehan. Although the town of Dundas never lived up to its early promise, several mines in the area produced ore and flux for the smelters intermittently. When they were doing so, a services of two trains each way each day was necessary.

Zeehan-Strahan

Originally, the silver mining town of Zeehan was served by a crude port— Trial Harbour. Transport from here was so bad however that a 3'6" line from the much better port of Strahan was finished by 1892. The line was quite busy in its earliest years when most ore was shipped to interstate and overseas smelters via rail. When Zeehan acquired its own smelters and, after the EBR came through, shipment of ore decreased drastically. There was sufficient passenger traffic and general goods traffic however to necessitate a two trains per day service for many years.

Strahan-Queenstown

This was the famous Abt rack railway, built by the Mount Lyell Mining and Railway Company. It was a professionally-run and busy line (see *The Times*, July 2005) and, at the time of the Disaster some 6 regular and quite a few local flux and firewood trains made their way over its rails.

Queenstown-North Lyell mine.

From the Queenstown station, a dual gauge (3'6" and 2'0") line extended up the valley to the smelters. The 2-ft line continued to a steep haulage, which ran up and over the hill to the mines in the Linda Valley. Here,



The EBR's Riley motor photographed at an unknown location.

another 2-ft steam tram ran along the ridge to the North Lyell mine. The year 1912 was notable for these lines because the MLMR instituted a twice-daily return passenger service for its miners on the morning and afternoon shifts. Although there was a special passenger car for these lines (page 12), miners' traffic used crude passenger carriages on the adhesion lines and the ore trucks on the haulage and North Lyell tram. An electrified railway, bored through the ridge, did away with the surface lines about a decade later.

The timetables for all the lines above are summarised on page 8.

Burnie Advocate 'A suggestion had been made that smoke helmets or a diving suit should be procured and some smart work was performed by means of rail motors.'

Patsy Adam-Smith: *The suit had come from Burnie and this was the first of the many anxious train journeys down this line in the next few days. But the suit was found to be useless in the conditions below.*

This actually seems to describe a series of trains that had brought diving suits from Devonport, where they were used by the Marine Board. A train left Devonport at 3:20 a.m., and reached Burnie at about 5 a.m., where the suits were transferred to an EBR rail motor, possibly the one pictured above. At Zeehan, the suits were transferred to the MLMR Riley motor originally a North Lyell Copper Co machine, used on its line to Crotty. This had come up over 'foreign' rails from Regatta Point, and then ran through to Queenstown.

At midnight on Sunday a locomotive drawing one carriage steamed out of Hobart carrying Superintendent Trousselot of the Hobart Fire Brigade, who was bringing diving equipment. A rail motor was leaving Launceston for the 250 mile dash to the



EBR trains at Guildford Junction, where the light rail from Burnie gave way to the new heavier rail on the line to Zeehan and where engines were often changed in consequence.



TGR trains at West Strahan station, location of the locomotive depot. There was a relatively busy service of trains between here and Strahan, due to the necessity of shuttling shunting engines and empty car trains to the terminus at Regatta Point,

mining town with oxygen and, across Bass Strait, the tiny Lady Loch was steaming to Burnie with helmets and oxygen masks.

Setting out at 1:30 on the Monday morning, Trousselot's special reached Zeehan just before 5 o'clock in the afternoon. During the 25 minute change-over, Trousselot hurried up Zeehan's Main St to buy more hoses for his suits. The newspaper reports imply that an MLMR engine (probably one of its non-rack engines) took over from Zeehan. This could easily have run over the rack section, its load being exceptionally light, but it is also possible that a rack engine took over somewhere along the way.

As the coastal paper wrote of this train:

Zeehan & Dundas Herald: *The most casual observer could not fail to notice that the train was a stranger in these parts, being made up of an engine and one wagon. The rolling stock belongs to the main line and had made the run right through [from Hobart].*

The few settlers scattered in the wild western half of the State watched a strange procession of trains go down their lines at strange hours of the frosty nights and grey, wet days. Heedless now of the four different railway companies on their route, motors, locos and rolling stock were used in whatever way would best speed rescue gear and men through. Bad weather in Bass Strait buffeted the Lady Loch and her fore-deck opened up. She limped on, her speed gone, herself in danger. At 4 p.m. on

the Monday the Loongana, the 'greyhound of the fleet', left Melbourne with firemen and rescue gear from the mines of Bendigo and Ballarat and in a record-breaking run that has not yet been beaten crossed the Straits to Burnie in thirteen hours forty-five minutes. She arrived at 5.45 in the morning, shortly after the Lady Loch, and by 6.04 the equipment she was carrying was on board the Emu Bay Company train and the engine was steaming south with the

men from Melbourne and those from Hobart, rescue workers and 'relatives of miners who had been franked through on the motor.'

A special train, fires aglow, had been waiting on the wharf at Burnie since midnight. As soon as the equipment was loaded, it climbed to the uplands and roared through the forest with every ounce of steam the fireman could raise. All along the railway, at every town and fletcher's camp, people



The Mt Lyell motor on runs along the banks of the King River, between the port at Regatta Point and the start of the rack rail over Sailor Jack Divide. This motor participated in several of the mercy runs during the disaster.



Creature comforts for the narrow gauge. Here we see the MLMR's narrow-gauge passenger carriage at Queenstown. A network snaked up the various valleys from here to the smelting works, several distant mines and even the General Manager's house Penghana— which had its own haulage for access from the tram.

waited to catch a glimpse of the train as it rushed by on its dramatic mission. At Zeehan an Abt engine took over the carriage, and with sparks shooting high above the funnel, raced into Queenstown shortly after midday, five hours ahead of the normal time from Burnie.

On the run from Burnie to Guildford Junction, one of the heavier Guildford Junction depot engines was used. The EBR had been built in two stages, the first originally being a wooden railed tramway from Burnie to Waratah, replaced by iron rails in the 1880s. The Zeehan line took off from Guildford Junction, was built in the 1890s and used much heavier rail. The engines on this section did not normally venture north of Guildford Junction. The record run was therefore not only remarkable but probably also fairly risky.

Harry Westerman, Driver, MLMR. *The journey of 88 miles to the Silver City was cut out in four hours twenty-six minutes, the Zeehan railway station being reached at 10.30 am. The Mt Lyell engine Abt No. 3 had never been past Strahan but now they came up the Government line to Zeehan to meet the Emu Bay and in eight minutes men and equipment were transferred and the little rack engine was off. Peter Jack was driving, Paddy Hartnett firing, Peter Connelly guard. On the 29 mile run to Strahan the little Dubs engine gave all she had. Fettlers patrolled the line keeping it wide open for the speeding train. In one hour twelve minutes the engine stopped at Strahan. They'd cut thirty-five minutes off the run. Again there was a transfer. The rescue gear was rushed to the company's*

rail motor; the passengers would be taken on the special train to be dragged over the rack section. Barney Westerman, my father, was driving now and he could drive! I was on the Queenstown station when he arrived. This day the trip that normally took two hours five minutes took one hour.

Harry Westerman *The busiest line was*



Roughing it on the narrow gauge. Here is a miners train— new just before the Disaster— showing how the workers travelled. When they got to the haulage, they went up and over in the ore trucks

that little I in 2 haulage over the mountain to the mine. It ran almost non-stop. Taking rescuers and equipment up, and bringing down stretcher cases. Women collapsed there at the tunnel mouth from fear and exhaustion. By Wednesday some had been waiting for four days and nights.

Gus White *It was about two o'clock they started to come out. One by one, long periods in between leading some out. Some walked alright, others staggered and had to be held up. Some were carried. We didn't cheer or anything. We kept quiet. They'd had enough. The only sound was the loco running on the line above. When the whisper went around, 'They're on their way out,' the loco stopped for a moment and just when I saw the first candle flicker in the tunnel the loco set off again — the sound the men were used to when they came up to the top.*

About forty of them, half the trapped men, came out. They'd been down below for 109 hours.

These were the men from stope 40. There were still the others. No word had been heard of them for four days. More rescue equipment was on its way. Trains shuttled down from Burnie. One train on the Wednesday did the Burnie to Zeehan run in four hours four minutes, twenty-two minutes less than the famous Tuesday dash. At Zeehan the Mt Lyell motor left at 9.42 am. and reached Queenstown at 11.35 — sixty mountain miles in less than two hours.



The Mt Lyell haulage was a 1 in 2 grade for half a mile and 1 in 5 the rest of the way. We used to take tourists up it as well as miners. One day there was a great old confab going on between an old man and his old woman. The old woman was worried when she looked down the 1 in 2, the sheer drop. 'Where will I go if this rope breaks?' she asked the guard. 'You know better than I do,' replied the guard. 'Why should I?' said the old woman. 'Well, you know what sort of life you've led, I don't.'

Gus White

These trains hold the record for the fastest runs for Zeehan-Strahan-Queenstown. The EBR train met the USS's steamship the *Rotomahana* at Burnie, she having brought more smoke helmets from Melbourne.

All the State's railway systems were thrown open for use, cleared when rescue trains were on their way. The whole State watched the trains rush by. Sometimes the transfer of equipment took only four minutes and the relay loco streaked off on the next line. Prime Minister Fisher, himself an old miner, interrupted a speech to announce, 'The train with the rescue gear has arrived at Queenstown'— and it is said the politicians cheered.

A summary of all the trains that operated (and the proposed schedules for some that didn't) during the rescue appears on our page 9. It is not known to what extent normal services operated or were disrupted during the several days that the specials were on the line. A comparison of travel times with contemporary travel times and the most recent travel times appears on page 14, where there is also the USS Co.'s West Coast rail summary timetable from September 1906.

Harry Westerman: On Friday horse wagons carrying 42 coffins rumbled through the little mining town of Linda Valley and up to the mines. Made quickly, overnight, the coffins had handles at both ends for easy movement in the confined space of the mine. The coffins were brought out of the mine and lowered down the 1 in 2 haulage

on bolsters. The fettlers spread tarpaulins over them. At the foot they carried them over to the 2 foot gauge and put them in the railway wagons.

The first five were buried on Tuesday, December 10. The papers told of the coffins being slowly lowered down the haulage on wagons, with the miners sitting on open trucks behind.



The first Funeral Train on its way between Queenstown and Lynchford.



The busiest line was that little 1 in 2 haulage over the mountain to the mine. It ran almost non-stop.

'At the Queenstown railway station from which the cortege proper was to move there was an immense crowd waiting even though night was approaching and heavy rain falling. Slowly, very slowly, the engine and wagons approached with its strange freight and passed by the carriages which were standing at the station. The points were then thrown over and the engine quietly backed in to take its place in front

of the mourning carriages.

'There were five in number (all the line possessed) and nearly all had their full complement, mostly men. Large numbers of women remained in crowds around the station and when at last the engine slowly moved off for the cemetery more than one handkerchief was raised.

'Away to the front of the engine hearse the members of the F.M.E.A. and the Friendly Societies marched in one long column and formed a procession that reached into the far distance. In the wagon with the coffins, and immediately behind the engine, stood the funeral directors.'

It was June 8 before the last of them was buried. It was said that the fumes had killed bacteria in the mine and so delayed decomposition. Some of the miners found their dead mates much as they had last seen them.

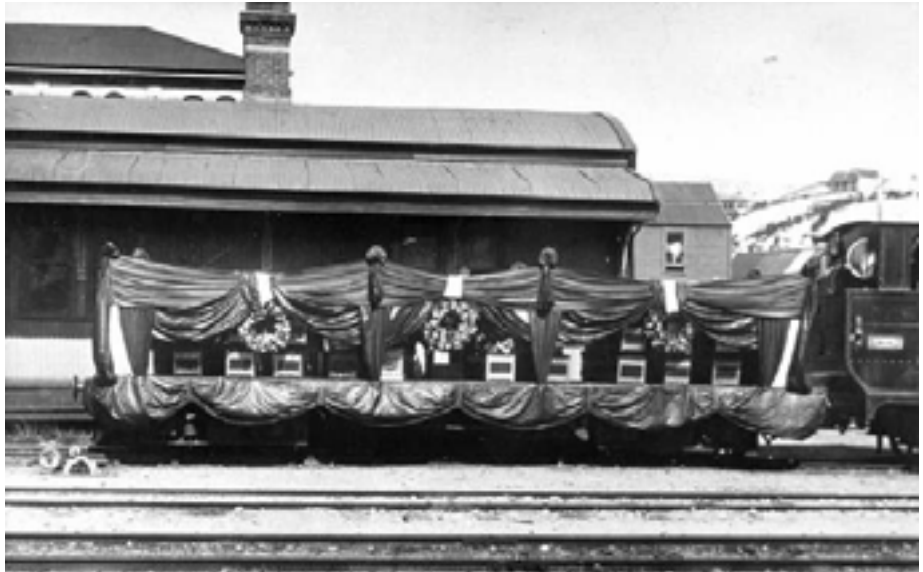
Harry Westerman I helped to prepare the funeral train. We tied black and white ribbons on it and scrubbed it clean and laid ferns down on the floor. For the big funeral in March, the Company itself prepared a train. This was the biggest number of bodies yet buried together in Tasmania. That day we buried eighteen men.

The Zeehan and Dundas Herald reported: 'The long funeral train, the hearse wagon with its drapings of black and white; the enormous assemblage at the cemetery; the slow and solemn carrying of the eighteen coffins from the railway line to the gravesides. The band and the mournful notes of the bagpipes.'

There was glorious sunshine for this day, in contrast to the grey gloom of the December funeral. All businesses in Queenstown closed for the afternoon; flags flew at half mast.

'A large crowd were conveyed over the haulage and thence taken by special train to the Queenstown Railway Station where the funeral train was waiting in readiness to take on those who came from over the hill.'

Then the cortege moved off. Walking ahead were 350 F.M.F.A. men, then organizations to which the dead miners had belonged, the I.C.C.F. 'with their sprigs of evergreen', the Linda Fire Brigade, 'A' Company Volunteers with rifles reversed,



The first Funeral Train at Queenstown.

then the undertakers in front of the engine. Immediately behind the engine was coupled the railway hearse with its drapings of black and white and the 18 coffins. Five railway cars and three trucks were crowded and behind were many more people on foot. And so they reached the cemetery.

'Then in complete silence the carrying of the caskets from the railway hearse commenced and it was a strange and impressive spectacle. One by one they succeeded each other and somehow the magnitude of the disaster and loss of human life that it had entailed were brought home with greater force than ever before realized by some.

The bagpipes 'from afar' played *Lord Lovett's Lament* and *Bruce's Address*, the Brass Band with muffled drum Chopin's *Funeral March* and the Volunteers bugler the *Last Post*. As the mourners, almost the whole of the town and of Linda Valley beyond the haulage, moved back to the train the band played *Nearer My God to Thee*.

Union Steam Ship Company of N.Z., Lmtd.

MOUNT LYELL RAILWAY.

Leave Queenstown, 8 a.m. | Arrive Regatta Pt. (Strahan), 10 a.m.
 " Regatta Pt. (Strahan) 4:30 p.m. | " Queenstown 6:35 p.m.
 Distance, 20½ miles.
 Fares: 7s. 6d. single; 11s. return.

STRAHAN AND ZEEHAN RAILWAY.

Leave Strahan, 10:45 a.m. | Leave Zeehan, 8.0 a.m.
 Arrive Zeehan, 12:45 p.m. | Arrive Strahan, 9.43 a.m.
 Leave Strahan, 5:0 p.m. | Leave Zeehan, 2:15 p.m.
 Arrive Zeehan, 7:0 p.m. | Arrive Strahan, 3.57 p.m.
 Distance, 28½ miles.

ZEEHAN TO MAESTRIS.

Leave Zeehan, 8:20 a.m. | Arrive Maestris, 9:0 a.m.
 " " 4:30 p.m. | " " 5:10 p.m.
 " Maestris, 9:15 a.m. | " Zeehan, 10:10 a.m.
 " " 5:25 p.m. | " " 6:20 p.m.
 This railway touches on the Comet and other Dundas mines.
 Distance, 7½ miles.
 Fares: 2s. 8d. 1st class single; 4s. 0d. 1st class return.
 " 2s. 0d 2nd " " 3s. 0d. 2nd " "

NORTH-EAST DUNDAS TRAMWAY.

ZEEHAN AND WILLIAMS FORD (formerly Deep Lead).
 MONDAY ONLY. SATURDAY ONLY.
 Leave Zeehan, 7:45 a.m. | Leave Zeehan, 11:0 a.m.
 Arr. Williamsford, 10 15 a.m. | Arrive Williamsford, 1:30 p.m.
 Leave " 11:30 a.m. | Leave " 2:30 p.m.
 Arrive Zeehan, 2 0 p.m. | Arrive Zeehan, 5:0 p.m.
 This line runs through the Curtin-Davis, Rosebery, and Mount Read Districts, distance, 18 miles.

EMU BAY RAILWAY.

BURNIE, WARATAH, ZEEHAN.
 Leave Burnie, 7:15 a.m. | Leave Zeehan, 2:5 p.m.
 Arrive Waratah, 11:0 a.m. | Leave Waratah, 4:40 p.m.
 Arrive Zeehan, 1:0 p.m. | Arrive Burnie, 8:0 p.m.

The Flora from Melbourne on Fridays, and from Burnie Wednesdays and Saturdays, connects with train to and from Zeehan.

THROUGH RETURN TICKETS

Are issued between Melbourne and Mount Bischoff.
 See Table of Fares, page 10.

Service	Usual travel time early 1900s	Fastest during Mt Lyell Disaster	Most recent usual time	Notes
Melbourne - Burnie	Unknown	11:30	11:00	Spirit of Tasmania Melbourne - Devonport
Hobart- Burnie	13:15	10:20	8:13	Tasman Ltd
Launceston - Burnie	6:05	3:00	4:23	Tasman Ltd
Burnie - Zeehan	5:40	3:54	3:35	Melba Flats concentrates train
Zeehan - Strahan	2:05	1:12	2:30	in 1954
Strahan - Queenstown	2:05	1:00	4:30	Abt Wilderness Railway

All times in hours:minutes

How long can you wait?

MICHAEL SCHRAEDER *has experienced the rigours of long-distance train travel in Tasmania.*

Letter

I enjoyed reading Victor Isaacs' recent article on rail travel in Tasmania, during my lifetime! Thought readers might be interested in the attached extract from the TGR (actually, Transport Department, Railway Branch) Appendix to the Book of Rules and Regulations dated 1949; my copy was given to me in the 1960's when it was still current. I would believe it remained current until passenger services finished.

No wonder branch line times were slow!

Regards

Michael Schrader.

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LAVATORY ACCOMMODATION.—Inconvenience and suffering is frequently experienced by passengers on account of the insufficiency or absence of lavatory accommodation, and Guards and Stationmasters should pay particular attention to the wants of passengers in this respect. This more particularly applies to lady passengers, who have a natural disinclination to ask male members of the staff what they should do under such circumstances. At the same time it would not be out of place for the Guard of the train and Stationmasters to acquaint lady passengers of the provision of lavatory accommodation at the roadside stations on the branches, and also that, if necessary, the train would be held for a few minutes to prevent distress. The staff are instructed to take the necessary steps to make this instruction as widely known as possible, and endeavour to carry it out in such a way as to overcome the difficulties complained of as far as they possibly can with appliance at their command.

If possible, the lavatory cars on passenger trains should not be filled with passengers, and in the case of passengers desiring to relieve nature, they should be put into these compartments, and told to change again to their own car at the next station. This will prevent delay to trains.

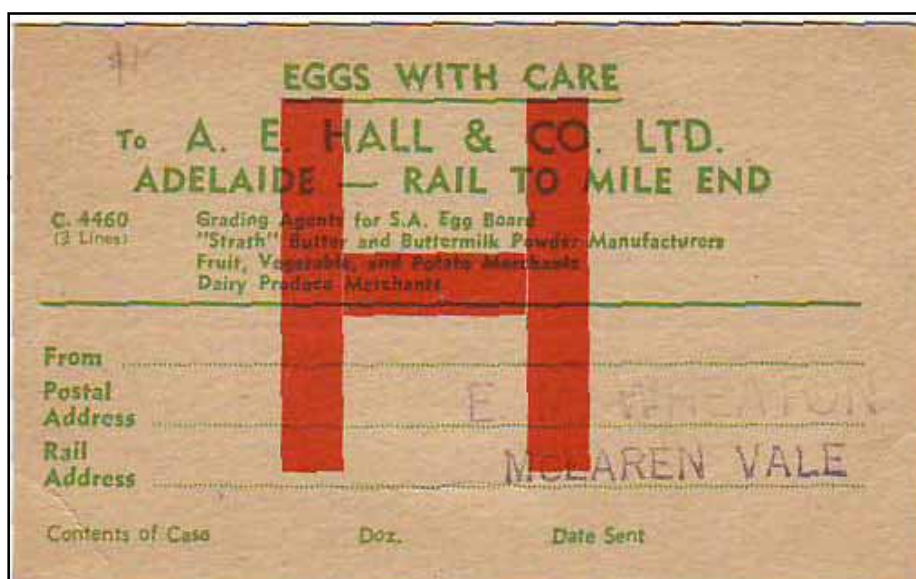
CLEANING LAVATORIES.—The lavatories and urinals in cars must be cleaned and flushed after each trip, disinfecting solution being used.

Lavatory cars before being placed on trains must have a full supply of water in the cisterns, sanitary-paper, towel, and soap, together with fresh water and clean bottle and glass. The drinking water to be changed after each trip, and bottle and glass left thoroughly clean. This makes for passengers' comfort, and reflects good service by the Department. Every lavatory car that runs on any train must be efficiently and fully equipped. The Stationmaster will be personally responsible for seeing to this.

ARTICLES MISSING FROM LAVATORY COMPARTMENTS.—Frequent cases have occurred of thefts of fittings, soap, soap-vases, &c., from lavatory compartments. Each lavatory compartment should be examined on arrival of trains at terminal, junction, or refreshment stations, and a report made at once if anything is missing. Staff at refreshment stations to make a point of checking equipment while train waits.



Affable Old Lady (to Ticket Clerk - Morning Express just due). "NO, I'M NOT GOING UP THIS MORNING, BUT ONE OF YOUR PENNY TIME-TABLES, IF YOU PLEASE; AND CAN YOU TELL ME"- (*Shouts from the Crowd*, "NOW THEN, MUM!") - "IF THE 10.45 STOPS AT DRIBBLETHORP JUNCTION, AND IF SHANDRY'S BUS MEETS THE TRAINS, WHICH IT ALWAYS DOES ON MARKET DAYS, I KNOW, 'CAUSE MY MARRIED SISTER'S COUSIN, AS IS A FARMER, GENERALLY GOES BY IT. BUT IF IT DON'T COME O' TOOSDAY AS WELL AS WEDNESDAY, I SHALL HAVE TO GET OUT AT SHUNT BURY AND TAKE A FLY, WHICH RUNS INTO MONEY, YOU KNOW, WHEN YOU'RE BY YOURSELF LIKE. IF YOU'LL BE GOOD ENOUGH TO LOOK OUT THE TRAINS - AND CHANGE FOR HALF A SOVEREIGN, IF YOU PLEASE. OH NO I'M IN NO HURRY, AS I AIN'T A GOIN' TILL NEXT WEEK. FINE MORN—"



"...they were in perfect condition when they left my hands."