



The Times

August 2007

A journal of transport timetable history and analysis



101 years of keeping to time at Central



**Inside: Central in 1906
Zambia in 1953**

**RRP \$2.95
Incl. GST**

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

August 2007

Issue No. 281 Vol 24 No. 08

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On the front cover

Sydney's Central Station did not acquire its famous clock until some time after its construction. In the upper photo, we see the Swiss horologists fine-tuning the springs before setting the clock in motion. A favourite trivia quiz question in the past was 'how is the "4" represented on the Central Station clock?'- the answers usually divide equally between the ignorant who declare "IV" and the temporal cognoscenti who declare "IIII", as with most clocks. They are both wrong—as you can now see for yourself

The bottom photo shows the first train pulling away from Central through the construction debris and the enthusiastic rubber-neckers who have come to savour the moment promised them for some 54 years.

Cecil Rhodes was nothing if not ambitious—he even had a flag designed for his Cape to Cairo railway (right) featuring, of course, the Union Jack.

His British South Africa Company—which ran his railways and essentially ran Rhodesia had its own flag, coat of arms, and seal as well.



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A century /^{plus} of Central

Never mind that this article is a year late—just like some of our trains? **THE EDITOR** wrote the following “atmosphere” piece for the *Sunday Telegraph* for the real centenary in 2006.

5.15 p.m. Central Station, August 1906.

Leaving your accountant’s desk in King St at just after 5, you leap aboard one of the brand new electric trams at the George St corner, just as it pulls away for Central Station. The tram is crowded (they always are these days), so you have to “strap-hang” half out the door. Within 10 minutes, the tram squeals to a stop in Railway Square outside the recently-completed Central station—still without its promised clock-tower.

You sprint across the Square and up the ramp into the lofty concourse. You can barely see the distant arched roof because of the coal smoke from the steam engines. Here’s a surprise—the Stationmaster, lord of all he surveys, is standing in the concourse, resplendent in his braid, beaming at his customers and keeping a watching eye on his staff.

Now where does the Ashfield train leave from again? In the old station it was easy, first platform from the entrance—No 2. Now there’s 15 to choose from—you’ll have to consult the massive Departure Board. The 5:15 to Ashfield is leaving from Platform 11 tonight.

From your fob-pocket, you fish out your quarterly ticket to present at the barrier gates to the uniformed checkers with their bell-punches. The ticket set you back more than £3. It is of course a First Class ticket, as befits an Ashfield chartered accountant.

As you hurry down the platform, the incoming train has just arrived and the crew are fussing about, detaching the locomotive and switching it about to the other end of the train. Tonight it’s one of the new S-class engines, with its black paint gleaming and reeking of coal, steam and hot metal. Tonight you have THAT driver—you know, the one who actually wears a bow tie and has a gold watch fob draped across his vest. He has the oil-rag out and is polishing the brass-work of “his” engine, which he took personal delivery of when it emerged from the workshops.

In your first-class compartment, you ease back to read the afternoon paper while things are still sedate. There will be no point in trying to do so once you get rolling. Presently you feel the gentle bump as the engine is reconnected at the front, you hear the hiss of the airbrakes, the cries of the porters announcing the departure and

NEW SOUTH WALES GOVERNMENT RAILWAYS. [No. 133.]

OPENING OF NEW RAILWAY STATION, SYDNEY.

**After midnight, Saturday, 4th August, 1906,
THE REDFERN PASSENGER STATION WILL BE
CLOSED, AND THE NEW RAILWAY STATION,
SYDNEY, OPENED FOR TRAFFIC, when all
Passenger Trains will arrive at and depart from
the latter Station.**

The numbers of the platforms from which the trains will leave Sydney commence from the Pitt-street side (running from right to left) particulars of which are contained herein.

As additional platforms are expected to be available by Saturday, 11th August, amended arrangements will come into operation from that date, and further announcements be made.

By order of the Commissioners,
H. McLACHLAN, Secretary.

Sydney, July, 1906.
30711

then the shrill shriek of the engine, as it prepares to sprint to Ashfield. Jolt!... you’re away!

For a little locomotive, the S-class makes a lot of noise as it rocks and rolls its way over the points and through a maze of signal gantries that festoon the yards. The bark of the escaping steam echoes back from the walls of the new post-office building and, as you look out to check, you can see with a thrill that your train is in a

race with one leaving Platform 2 on the “Fast” tracks. Officially frowned upon, the nightly race is one of those attractions that make the trip so interesting. No wonder that some American had recently written a poem about it... “*Bless me this is pleasant, riding on the rail*”.

Who will be first to draw up at Eveleigh (Redfern) station? Bother... he’s beaten us again but, he is, after all, on the “Fast” tracks and you are on the “Slow” tracks.

You should have known that, because it's in the pocket timetable you always carry in your satchel, isn't it?

Away from Eveleigh after only a pause of 15 seconds, your train accelerates for all its life and for nearly all of the distance to MacDonalddtown. You can hear the repetitive clang of the fireman's shovel as he heaves load after load of coal into the fire-box, where it is whisked away in flames almost as fast as he can shovel it in. He too is a regular on this engine and aspires to be a driver himself one day. He's popular with all the regular commuters, who like his vim and approach to the job- last Christmas they banded together to buy him a box of cigars in appreciation for making their trips so enjoyable. The Ashfield train crowd are like that. They have an air of easy camaraderie, but they haven't the travel time necessary to complete a round of cards, like they do on the famous "Fish" to the Blue Mountains, though.

But now, not two minutes after leaving Eveleigh, the driver snaps the throttle shut, the train coasts for a couple of seconds and then you hear the airbrakes go on under the carriage. You smell the hot metal of the brake blocks and before you know it, you've stopped at the MacDonalddtown platform, with the engine panting eagerly to be away again. You know it's just the air-compressor, but it adds so much to the "busy busy busy" feeling that so characterises the Sydney railways of 1906.

And so it goes, for another six stations, all the way to Ashfield- two minutes of mad scurrying and 30 seconds of screeching brakes until the next platform is reached. And all the while enveloped in a miasma



of steam and smoke, with a rain of coal cinders flying in the window and depositing smuts on your starched collar. But, worth every minute of it you think, the paper and its stories quite fallen by the wayside.

At your destination, as you stroll out of the station through the subway, you hear the roar of the passing express train, *The Fish*, for the Blue Mountains, going like the clappers- at least at the speed limit of 60 mph. One day, when you get that promotion and you can afford a house at Springwood, you will be on that train, dealing the cards for a poker hand and sniffing the railway aroma as it drifts in the window. Bless me, this *is* pleasant riding on the rail.

When the new station opened, the NSWGR was running some 177 trains out of it on weekdays (Mon-Sat) and 79 on a Sunday. The great majority of these trains were suburban services; fewer than 10% of the weekday train departures were bound for country stations. Any train could depart from any platform and there was not—as there later was to be—a segregation of country from suburban services.

No public timetable seems to have been issued to mark the opening of the station and the trains seemed to have kept to the same times set down in the timetables of May 1906. However, a special handbill was issued, showing the departure times



MONDAY, 6th AUGUST, TO FRIDAY, 10th AUGUST, INCLUSIVE.

Starting Time.	Destination.	Platform No.	Starting Time.	Destination.	Platform No.	Starting Time.	Destination.	Platform No.
a m			p m			p m		
3 0	Albury	14	12 35	Homebush	11	6 0	Homebush	5
4 55	Carlingford, Blacktown, Liverpool, Hornsby, and Milson's Point	3	12 40	Hurstville	12	6 0	Como	14
5 0	Belmore	14	1 5	Homebush	11	6 3	Belmore	12
5 10	Sutherland	12	1 10	Como	12	6 5	Homebush (first stop Petersham)	6
5 35	Homebush	11	1 20	Belmore (Wednesdays)	12	6 5	Homebush (all Stations)	11
6 0	Parramatta	5	1 30	Carlingford, Parramatta, Campbelltown, Camden, Penrith, and Richmond	5	6 8	Hurstville	13
6 5	Homebush	11	1 30	Kiama	13	6 11	Hurstville	12
6 10	Waterfall	12	1 35	Homebush	11	6 14	Ashfield	11
6 20	Belmore	13	1 40	Hurstville	12	6 15	Auburn	5
6 30	Carlingford, Parramatta, and Liverpool	5	2 5	Homebush	11	6 23	Hurstville	13
6 35	Homebush, Hornsby, and Milson's Point	11	2 5	Homebush	11	6 23	Ashfield	6
6 40	Como	12	2 10	Woronora Cemetery	12	6 25	Hornsby and Milson's Pt.	1
7 0	Belmore	14	2 20	Belmore	13	6 28	Campbelltown	2
7 5	Homebush	11	2 22	Rookwood Cemetery	M*	6 28	Homebush	11
7 10	Oatley	12	2 25	Hurstville	12	6 30	Carlingford and Parramatta	5
7 22	Belmore	14	2 30	Parramatta, Hornsby, and Milson's Point	5	6 30	Belmore	12
7 30	Carlingford, Liverpool, Parramatta, Penrith, Hornsby, and Milson's Point	5	2 35	Homebush	11	6 34	Sutherland	13
7 36	Homebush	11	3 5	Homebush	11	6 40	Homebush	11
7 40	Como	13	3 10	Oatley	12	6 43	Hurstville	13
8 5	Homebush	11	3 30	Carlingford & Parramatta	5	6 50	Penrith	2
8 10	Hurstville	12	3 35	Homebush	11	7 5	Homebush	11
8 20	Belmore	14	3 40	Hornsby, Milson's Pt., Newcastle, Morpeth, and West Maitland	1	7 10	Como	13
8 25	Bankbank (Wednesdays)	3	4 5	Homebush	11	7 20	North West Mail	1
8 30	Nowra	13	4 10	Como	13	7 20	Belmore	12
8 30	Parramatta	5	4 10	Parramatta & Penrith	5	7 30	Western Mail	2
8 32	Como	12	4 20	Belmore	14	7 32	Hornsby & Milson's Pt., Carlingford, Parramatta, and Liverpool	5
8 36	Homebush	11	4 30	Parramatta & Liverpool	5	7 35	Homebush	11
8 37	Hornsby and Milson's Pt., Richmond	2	4 35	Homebush	6	7 40	Hurstville	13
9 0	Parramatta	5	4 36	Homebush	11	7 50	Melbourne Express	3
9 2	Homebush	11	4 40	Oatley	13	8 5	Homebush	11
9 5	Tamworth; also, Milson's Point and Morpeth	1	4 50	Hornsby and Milson's Point	5	8 10	Como	13
9 10	Hurstville	12	4 53	Homebush	6	8 30	Parramatta	5
9 20	Belmore	14	4 57	Blacktown	1	8 35	Homebush	11
9 28	Rookwood Cemetery	M*	5 1	Parramatta	3	8 40	Hurstville	12
9 30	Camden and Goulburn (also to Harden, Mon., Wed. and Fri.)	1	5 1	Homebush	11	8 50	Southern Mail	3
9 33	Carlingford and Parramatta	5	5 5	Ashfield	12	9 0	Through Western Mail	2
9 35	Homebush	11	5 5	Hurstville	13	9 5	Homebush	11
9 40	Oatley	12	5 8	Hurstville	13	9 10	Sutherland	12
9 40	Hornsby and Milson's Pt.	2	5 10	Brisbane Mail	1	9 20	Belmore	13
10 7	Homebush	11	5 11	Hurstville	14	9 30	Hornsby & Milson's Pt., Carlingford, Parramatta, Penrith & Liverpool	5
10 10	Hurstville	12	5 15	Ashfield	11	9 35	Homebush	11
10 15	Orange (also Mudgee on Friday)	1	5 15	Camden & Moss Vale (to Bunlanoon on Friday)	2	9 40	Hurstville	12
10 20	Belmore	13	5 17	Picton	3	10 5	Homebush	11
10 30	Parramatta	5	5 20	Belmore	14	10 10	Hurstville	12
10 35	Homebush	11	5 20	Carlingford & Parramatta	5	10 30	Belmore	13
10 40	Hurstville	12	5 23	Homebush	6	10 30	Parramatta and Hornsby (Liverpool on Wed.)	5
11 0	Campbelltown & Camden	6	5 25	Sutherland	13	10 35	Homebush	11
11 5	Homebush	11	5 27	Mount Victoria	2	10 40	Como	12
11 10	Como	12	5 29	Homebush	11	11 0	Parramatta	5
11 10	Hornsby and Milson's Pt.	6	5 30	Hurstville	12	11 10	Homebush	6
11 30	Carlingford & Parramatta	5	5 32	Homebush	1	11 10	Oatley	12
11 35	Homebush	11	5 32	Hurstville	14	11 30	Parramatta, Campbelltown, & Hornsby (also Carlingford, Richmond, and Penrith on Wednesday)	3
11 40	Oatley	12	5 37	Ashfield	6	11 30	Belmore	13
12 5	Homebush	11	5 40	Belmore	13	11 35	Homebush	6
12 10	Hurstville	12	5 42	Ashfield	11	11 40	Hurstville (to Sutherland on Mondays and Wednesdays)	12
12 20	Belmore	13	5 44	Richmond	2	Midnight		
12 30	Parramatta, Hornsby, and Milson's Point	5	5 47	Hurstville	13	12 0	Parramatta	5
			5 48	Penrith and Liverpool	1			
			5 50	Ashfield	11			
			5 51	Parramatta	5			
			5 54	Homebush	6			
			5 55	Nowra	12			
			5 57	Hurstville	13			
			5 57	Homebush	3			

* Mortuary Station, Regent-street.

For additional arrangements on Monday, 6th August (Bank Holiday), see separate handbill.

Sydney: William Applegate Gullick, Government Printer.—1906.

and platforms for all trains leaving Central. This was complicated by the fact that the station opened on a long weekend, although this term hadn't been invented in 1906. It was the August Bank Holiday. Holiday services were covered in a separate handbill.

There are many interesting services shown in the handbill. For instance, the second departure shown, at 4:55 a.m. (in all probability, the suburban newspaper train.) has as its destination(s) *Carlingford, Blacktown, Liverpool, Hornsby and Milson's Point*. This is quite a bit of gadding about and, of course, the same physical train did not go to all these places. The service terminated at Blacktown at 6:15 a.m. The May 1906 Public Time Table shows that passengers bound for Hornsby and Milson's Point had to "change carriages" at Strathfield, where there was a 17 minute wait. Milson's Point passengers had to change again at Hornsby, where the changeover took 35 minutes from 6:23. Milson's Point was finally reached at 7:39 a.m. an hour and three quarters after leaving Central, but only 2 miles away as the crow flies. Passengers for Carlingford on the 4:55 a.m. changed at Clyde and passengers for Liverpool changed at the next station, Granville. Only 3 minutes were allowed at each station. Later in the day, many trains bound for Hornsby and Liverpool ran all the way through, but the early morning services usually required one or two changes of train. The engines needed for trains originating at Strathfield, Clyde and Granville probably came from locomotive depots at Homebush and Clyde, while

SUNDAY, 5th AUGUST.

Starting Time	Destination.	Platform No.	Starting Time	Destination.	Platform No.
6 25	National Park	6	4 30	Como	13
7 35	Carlingford and Parramatta	5	4 55	Carlingford and Parramatta	6
8 10	Como	6	4 55	Homebush	11
8 20	Belmore	6	4 55	National Park	13
8 35	Homebush	6	5 5	Homebush	11
9 0	Newcastle and West Maitland	1	5 10	Brisbane Mail	1
9 5	Homebush	6	5 10	Hurstville	13
9 10	Como	6	5 10	Belmore	12
9 25	Penrith	3	5 15	Hornsby, Milson's Point, Campbelltown, and Parramatta	5
9 30	Belmore	6	5 25	Homebush	11
9 40	Homebush	5	6 5	Homebush	11
9 42	Campbelltown	2	6 10	National Park	13
9 45	National Park	6	6 15	Carlingford and Parramatta	6
9 52	Hurstville	6	6 25	Homebush	11
10 0	Carlingford and Parramatta	3	6 45	Hornsby and Milson's Point	6
10 5	Parramatta	6	6 55	Penrith and Richmond	2
10 20	Como	6	7 2	Hurstville	13
10 25	Hornsby and Milson's Point	1	7 25	Belmore	12
12 30	Homebush	3	7 30	North-west Mail	1
12 35	Homebush, Hornsby, and Milson's Point	11	7 30	Western Mail	2
1 0	Como	13	7 52	Parramatta	5
1 0	Carlingford, Campbelltown, and Parramatta	5	7 35	Homebush, Hornsby, & Milson's Pt	11
1 5	Homebush	11	7 45	Como	12
1 8	Belmore	12	7 50	Melbourne Express	3
1 35	Homebush	11	8 5	Homebush	11
2 5	Rookwood	11	8 10	Hurstville	13
2 10	Hurstville	13	8 25	Sutherland	12
2 15	Parramatta	6	8 35	Parramatta	6
2 20	Belmore	12	8 35	Homebush	11
2 25	Rookwood Cemetery	M*	8 50	Southern Mail	3
2 30	National Park	13	9 0	Through Western Mail	2
2 35	Hawkesbury, Milson's Point, Carlingford, and Parramatta	5	9 5	Homebush	11
2 35	Homebush	11	9 10	Hurstville	13
2 40	Woronora Cemetery	12	9 15	Homebush	11
3 5	Homebush	11	9 30	Belmore	12
3 10	Hurstville	13	9 35	Hornsby, Carlingford, Campbelltown, and Parramatta	5
3 35	Hornsby, Milson's Point, and Parramatta	5	9 55	Homebush	11
4 5	Homebush	11	10 5	Homebush	11
			10 15	Como	13
			10 40	Parramatta	5
			10 40	Homebush	11

* Mortuary Station, Regent-street.





the carriages were probably based at Homebush. Hornsby also had a locomotive depot.

It is noticeable that very few trains for the Northern Line beyond Hornsby show up in the handbill. Hawkesbury appears, as does Gosford. There is one train shown for Newcastle, but this is obviously not a through service, a change at Hornsby being required. It's not that there weren't a num-

ber of trains to Newcastle at the time: the May 1906 PTT has 9 pages of timetables for the "Northern Line" (although my copy is missing these pages). Perhaps trains for this line were still being run out of the old station?—extra platforms for Central did not open until a week after the official date when, perhaps again, the Newcastle trains moved over. The Tamworth train (with connections to Milson's Point and Mor-

peth!) and the North West Mail did appear in the handbill, however.

Below is a comparison of some aspects of the opening timetable with that in operation 100 years later. It is not surprising that services in 2006 were more frequent and faster in most respects. What is perhaps surprising is the running times for the inner west stopping trains. In 1906, these services were very smartly worked by small tank engines which had to be driven very hard to achieve 2 or 3 minute station-to-station start-to-stop times. In 2006, with multiple unit electric trains, the inter-station times are only 38 seconds shorter on average than those produced by the dinky little steamers of a century ago.



Trains leaving Parramatta for Central				Typical station-to-station times (minutes) inner-west stopping trains		
	1906	2006	% change		1906	2006
Average time to Central (min:sec)	40:47	26:14	-36%	Central		
Variability min:sec	06:15	05:09		Redfern	3	2
Total services	28	51	82%	Macdonaldtown	3	2
Fastest	30:00	18:00	-40%	Newton	3	2
Slowest	55:00	39:00	-29%	Stanmore	3	3
# different travel times	12	7		Petersham	3	2
				Lewisham	2	2
No. of trains per hour leaving for the Illawarra line				Summer Hill	3	2
Hour beginning	1906	2006		Ashfield	3	2
0:00	0	1		Croydon	2	3
1:00	0	0		Burwood	3	2
2:00	0	0		Strathfield	3	2
3:00	0	0		Total time	31	24
4:00	0	0		Average times (min:sec)	02:49	02:11
5:00	1	4				
6:00	2	6				
7:00	2	8				
8:00	3	14				
9:00	2	10				
10:00	2	8				
11:00	2	6				
12:00	2	6				
13:00	3	6				
14:00	2	6				
15:00	1	7				
16:00	2	12				
17:00	6	12				
18:00	2	8				
19:00	2	8				
20:00	2	6				
21:00	2	5				
22:00	2	4				
23:00	2	4				
Total trains	42	141				
%age change		236%				



SYDNEY—PARRAMATTA—

continued.

WEEK-DAYS.

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Miles.	Train runs on	S	F	S	F	S	F	F	S	S	F	S	F	S	F
		2	6	3	7	3	9	6	2	3	5	3	8	3	5
1	Sydneydep.	6 28	6 30	6 40	6 50	7 5	7 20	7 30	7 32	7 35	7 50	8 5	8 30	8 35	8 50
1	Eveleigh	6 31	..	6 43	..	7 8	..	..	..	7 38	..	8 8	..	8 38	..
2	M'Donald Town.....	6 34	..	6 46	..	7 11	..	..	..	7 41	..	8 11	..	8 41	..
2	Newtown	6 37	..	6 49	..	7 14	..	..	..	7 44	..	8 14	..	8 44	..
3	Stanmore	6 40	Saturday	6 52	West.	7 17	..	..	..	7 47	..	8 17	..	8 47	..
3	Petersham	6 43	excepted.	6 55	..	7 20	..	..	..	7 50	..	8 20	..	8 50	..
4	Lewisham.....	6 45	..	6 57	..	7 22	..	..	..	7 52	..	8 22	..	8 52	..
4	Summer Hill	6 48	..	7 0	..	7 25	..	..	..	7 55	..	8 25	..	8 55	..
5	Ashfield.....	6 51	..	7 3	..	7 28	..	..	..	7 58	..	8 28	..	8 58	..
6	Croydon	6 53	..	7 5	..	7 30	..	..	..	8 0	..	8 30	..	9 0	..
7	Burwood	6 56	..	7 8	..	7 33	..	..	..	8 3	..	8 33	..	9 3	..
7	Strathfield	6 59	..	7 11	7 5	7 36	7 33	7m 45	7 47	8 6	..	8 36	8 45	9 6	9 7
8	Homebush	7 1	..	7 13	..	7 38	..	..	7 50	8 8	..	8 38	8 48	9 8	..
9	Flemington	7 1	..	7 13	..	7 38	..	..	7 53	8 8	..	8 38	8 51	9 8	..
10	Necropolis .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Rookwood .....	..	6 58	..	..	..	..	..	7 57	..	..	..	8 55	..	..
10	Mortuary Station	Saturdays	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Mortuary Central	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Mort'ry Terminus	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Auburn .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Clyde Jct. ....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	Granville .....	..	..	7 17	..	..	..	..	..	..	..	..	..	9c1	..
14	Harris Park.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	Parramatta arr.	7 7	7 14	7 20	..	..	7m 58	8 13	..	..	..	..	9 11	..	..

Miles.	Train runs on	F	S	F	S	S	F	F	F	F	F	F	F	F
		6	3	5	3	3	5	3	5	3	5	3	5	3	5
1	Sydney .....dep	9 0	9 30	9 35	10 5	10 30	10 38	11 0	11 10	11 30	11 35	12 0	..	..
1	Eveleigh .....	..	..	9 38	10 8	..	10 38	..	11 13	..	11 38	12 3	..	..
2	M'Donald Town.....	..	..	9 41	10 11	..	10 41	..	11 16	..	11 41	12 6	..	..
2	Newtown .....	..	..	9 44	10 14	..	10 44	..	11 19	..	11 44	12 9	..	..
3	Stanmore .....	..	..	9 47	10 17	..	10 47	..	11 22	..	11 47	12 12	..	..
3	Petersham .....	..	..	9 50	10 20	..	10 50	..	11 25	..	11 50	12 15	..	..
4	Lewisham.....	..	..	9 52	10 22	..	10 52	..	11 27	..	11 52	12 17	..	..
4	Summer Hill .....	..	..	9 55	10 25	..	10 55	11 10	11 30	..	11 55	12 20	..	..
5	Ashfield.....	..	..	9 58	10 28	..	10 58	11 13	11 33	..	11 58	12 23	..	..
6	Croydon .....	..	..	10 0	10 30	..	11 0	11 16	11 35	..	12 0	12 26	..	..
7	Burwood .....	..	..	9 44	10 33	10 44	11 2	11 19	11 38	11 43	12 3	12 29	..	..
7	Strathfield	9c15	..	9 47	10 36	10 47	11 6	11 22	11 41	11 46	12 6	12 32	..	..
8	Homebush .....	..	..	9 50	10 38	10 50	11 8	11 25	11 43	11 49	12 8	12 35	..	..
9	Flemington .....	..	..	9 53	..	..	10 53	..	11 28	..	11 52	12 38	..	..
10	Necropolis .....	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Rookwood .....	..	9 57	..	..	10 57	..	11 32	..	11 56	..	12 42	..	..
10	Mortuary Station	Saturdays	..	..	..	..	..	..	..	..	..	..	..	..
10	Mortuary Central	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Mort'ry Terminus	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Auburn .....	..	10 0	..	..	11 1	..	11 36	..	12 0	..	12 47	..	..
13	Clyde Jct. ....	..	10 4	..	..	11 5	..	11 40	..	12 3	..	12 51	..	..
13	Granville .....	..	10 7	..	..	11 8	..	11 43	..	12 8	..	12 55	..	..
14	Harris Park .....	..	10 10	..	..	11 11	..	11 46	..	12 14	..	12 58	..	..
14	Parramatta arr.	9c28	10 12	..	..	11 13	..	11 48	..	12 16	..	1 0	..	..

The train leaving Sydney at 7.30 p.m. will pick up passengers at Strathfield and Parramatta for stations west of Penrith when required.
 For note c see page 3 For Fares see page 126.

Across the smoke that thunders

On our Cape to Cairo odyssey, we turn inland to cross the Zambezi and travel north-east through Zambia.

It seems trifling, even offensive, to be prattling on about the railway timetables of Zimbabwe, when that country is one of the most benighted on Earth. However, its railways lie at the very core of its history—probably no country had its destiny so shaped by one man and his railway—Cecil Rhodes and his *Cape to Cairo*.

In the June issue, our Cape to Cairo trek had carried us as far as Plumtree on what is now the Botswana-Zimbabwe border. This month we shall journey onward through the “Z” countries of Zimbabwe, Zambia and towards Tanzania. Zimbabwe and Zambia were, in British Colonial days, Southern and Northern Rhodesia and named, of course, after the “patron” of the Cape to Cairo line Cecil Rhodes. The white man and his railways came late to the Rhodesias. In his book *Cape to Cairo*, Mark Strage described their coming thus:

Well into the second half of the nineteenth century, long after the rest of the world had been explored, evaluated and picked over, there still remained one entire continent virtually untouched by white men. It was largely to geography that Africa owed its immunity. Passage overland was difficult. The mountains themselves, the dense vegetation, the stifling climate, all conspired to shield a vast elevated plateau where the weather was fair and the soil rich with hidden wealth.

Across this plateau, great human migrations inched tracklessly; civilizations rose and fell, some documented and others conjectured. Much of what took place we will never learn for certain. But this we do know: in 1870, Africa still belonged to the Africans; more than nine-tenths of the continent’s territory was ruled in one fashion or another by its natives. Within thirty years, this proportion was reversed. Except



for a few undesirable enclaves, the entire continent had been opened up, haggled over, parcelled out among the powers of Europe. That this could happen so quickly is testament to the white man’s enterprise, his skill at organizing resources, his determination in the face of awesome adversity, and his unquenchable greed.

Greed for minerals drove the development of railways in the Rhodesias. Rhodes’ line

through Bechuanaland was one of the first to manifest this greed. Originally, he imagined his Cairo line heading north through Tanganyika. But coal at Wankie, silver-lead at Broken Hill and finally copper at Katanga drew him irresistibly further and further north-west. On his death bed (he was only 49) he foresaw a connection through the Congo to Sudan. It was not to be.

His British South Africa Company controlled Mashonaland, in present-day Zimbabwe. The company had hoped to start a “new Rand” from the ancient gold mines of the Mashona, but the gold had been depleted before the railway arrived. White settlers who accompanied the BSAC to Mashonaland became farmers instead.

The failure of the gold fields was one reason for Rhodes’ foot dragging in construction of his line from Bechuanaland, even though he was contractually bound to complete it. The line eventually reached Bulawayo in 1897, at which time an agreement for the Cape Railways to operate it was reached.

In the meantime, a railway was reaching



Plumtree to Bulawayo DOWN TRAINS

STATIONS, SIDINGS, ETC.		809		811		813		105		815		817		819		821	
		PICK-UP GOODS Daily	MINI-D Daily	GOODS except Fridays	PASS-NGOR Fridays	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily
PLUMTREE	W D	0550 X801	0855 X807	1200 X803	1214 X804	1505 X808	1610 X809	2000 X810	2250 X812								
Coldridge Siding	A																
Syringa Siding	D	0603 X802	0908 X802	1213 X802	1224 X802	1518 X802	1623 X802	2013 X802	2303 X802								
MARULA	A																
Sandown Siding	D	0652 X802	0944 X802	1247 X802	1251 X802	1552 X802	1657 X802	2047 X802	2337 X802								
Leighwoods Siding	A																
Figtree Siding	D	0712	0949	1308	1308	1557	1702	2052	2342								
Westacre Siding	A																
KHAMI	D	0728	1006	1323	1321	1612	1717	2107	2357								
Ungwanini Siding	A																
WESTGATE YARD	D	0738	1007	1323	1329	1622	1727	2117	0007								
BULAWAYO	D	0750	1021	1333	1329	1622	1727	2117	0007								
	A	0800	1021	1333	1329	1622	1727	2117	0007								
	D	0820	1041	1352	1346	1641	1746	2136	0026								
	A	0840	1051	1403	1356	1653	1758	2148	0036								
	D	0856	1107	1419	1409	1709	1814	2204	0052								
	A	0910	1123	1432	1419	1722	1827	2217	0105								
	D	0946	1152	1456	1442	1746	1851	2246	0133								
	A	0959	1200	1444	1429	1734	1839	2229	0117								
	D	1015	1213	1500	1445	1750	1855	2245	0133								
	A		1213														
	D		1220														

CONTROLLED BY COLOUR LIGHT RUNNING SIGNALS

into Rhodesia from the south east and Rhodes had his finger in this pie as well. The *Beira Railway* was formed in London, to build a railway from the Portuguese coastal village of Beira, across Portuguese territory, and into Mashonaland. It was decided to build using 2 foot gauge be-

cause of a less expensive cost of construction. Work was begun on the initial 75 miles in 1892, but construction proceeded in fits and starts, not reaching Umtali until 1898. Here, where it met the recently completed *Mashonaland Railway* to Salisbury, there was a tranship station until the Beira

Railway was regauged to the "Cape Gauge" of 3'6".

Mashonaland Railway

This company was organized in 1897 to build the line between Salisbury and the Beira Railway at Umtali. Work began in 1898 at Umtali using material shipped over the 2' gauge Beira Railway. Tracklaying was completed to Salisbury in May 1899. With the completion of Bechuanaland Railway's line to Bulawayo, and the settlement of the region between there and Salisbury (now Harare), Mashonaland Railway began the construction of the extension of its rail line from Salisbury to Bulawayo. The line was completed by December 1902. In the ensuing years a small network centred around Salisbury, nearly all of it to tap mineral deposits, grew up and there

were also a number of private lines.

In 1901 work was started on the extension from Bulawayo north to Wankie. It was along the first 161 miles of this line that the 70 miles of "long straight" was encountered. It was said that if one were to stand at the northern station of Dett, one could see the headlight of an approaching train in the distance an hour and a half before its arrival (highly unlikely). The line was opened for general traffic to Wankie in December 1903 with the first train of Wankie coal having been shipped south in October. Wankie coal allowed for the importing of coal into Rhodesia to be stopped and increased the traffic levels along the line to Bulawayo and beyond.

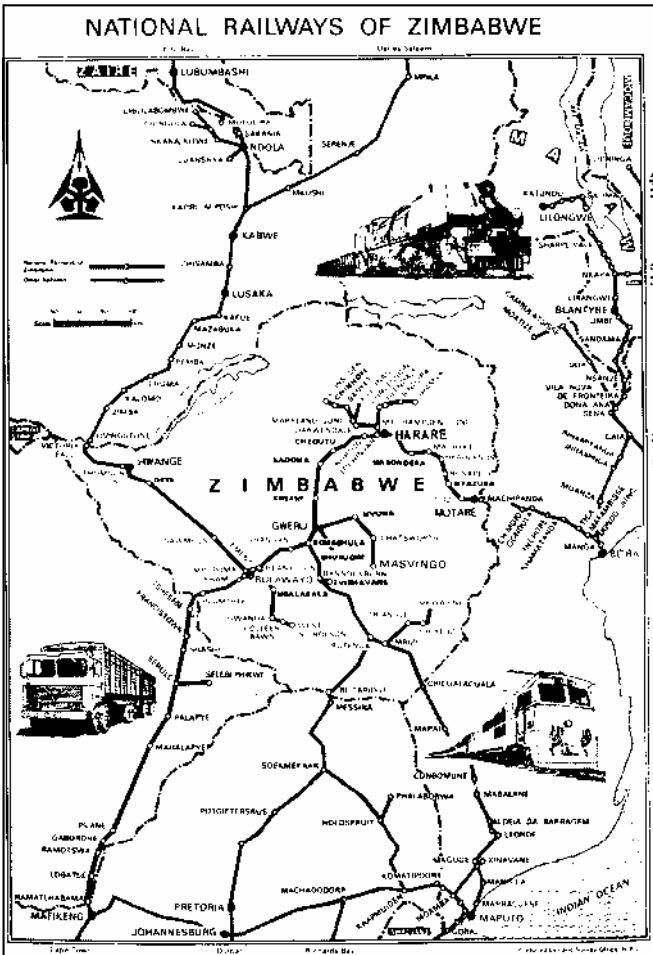
As the BSA Company's influence extended north of the Zambezi it claimed this area and named it Northern Rhodesia. After the Boer war, new mineral finds around Broken Hill, beckoned Rhodes in this direction and made this the preferred direction for his Cape to Cairo railway. Eager to again find someone to pay for it, he sought to set up a Cape to Cairo expedition, to be accompanied by, and publicised by, a competent journalist. One such prospect wrote to him in the following terms:

My dear Mr Rhodes, Abe Bailey has spoken to me about a plan to send a small private expedition from Capetown ... and has suggested my coming with you, I should personally like very much to take part in such an interesting venture, and as I have to make my own living it would be a great advantage to me to do so, for what with a series of letters to a London newspaper and a good sized book to be published later, it seems to me that this writing would help to attract public attention to the Cape to Cairo route and stimulate the interest taken in your railway scheme

The writer of the letter—Winston Churchill—stood for election instead. Parliamentary duties evidently pushed the job offer from his mind, for the Cape-to-Cairo railway—to its profound detriment—never had his services as a paid publicist.

Extension of the line north from Wankie to Victoria Falls was begun in September 1903. The line was completed in April 1904 and regular service began to the Falls in June. A hotel for tourists was built at the end of the rail line—the view from its front porch was the plunging waters and mists of Victoria Falls.

Work was begun in October 1903 on the construction of a steel arch bridge to span the gorge near the Falls. The bridge was 650 feet long and passed 350 feet above the Zambezi River below. It was sited to fulfil Rhodes' desire that trains using the bridge be touched by the mists of Victoria Falls and officially opened for traffic in September 1905. As constructed the bridge had two railway tracks; in 1930 one of these tracks was removed to allow the



UP TRAINS

Bulawayo to Dett

W.F.L. No. 107

STATIONS, SIDINGS, ETC.		18	20	22	24	26	28	30	32	4	14	16	34		
		GOODS Daily	PICK-UP GOODS Mon. Weeds	PICK-UP GOODS Tues. Thurs. Sat.	GOODS Daily	PICK-UP GOODS Mon. Weeds	GOODS Daily	GOODS Daily	GOODS Daily	Express Passenger Tues. Thurs. Sat.	MAIL Daily	GOODS Daily	GOODS Daily		
BULAWAYO	W A	21.10	21.55	22.45	2.40	7.40	4.75	12.30	5.5	10.15	13.40	20.0	6.45	16.40	19.40
	D	1.30	3.15	5.50	7.0	7.40	9.15	12.30	13.40	15.0	17.40	20.0	20.45	21.40	23.30
MPOPOMA	A	1.42	3.26	6.1	6.1	7.12	7.51	9.27	12.41	13.51	15.11	17.51	20.7	21.51	23.42
	D	1.47	3.30	6.11	6.11	7.16	7.16	9.32	12.46	14.2	15.15	18.10	20.56	21.55	23.47
Government Quarry Siding	D														
Quarry Siding	D														
Urweye Siding	A	2.3	3.44		7.32	8.14	8.14	9.48	12.59	14.16	15.29	18.24	21.9	22.9	0.3
	D	2.11	3.52	6.25	6.25	7.40	8.34	9.48	12.59	14.18	15.37	18.34	21.11	22.17	
PASIPAS	A	2.25	4.4	6.37	6.37	7.54	8.46	10.2	13.10	14.30	15.49	18.46	21.21	22.29	0.17
	D	2.29	4.24	6.55	6.55	8.19	8.56	10.7	13.15	14.44	15.54	18.50	21.25	22.34	0.27
Redbank Siding	A		4.39			9.11	10.22		14.59		19.5		21.37		0.42
	D	2.44	5.10	7.10	7.10	8.34	9.21	10.32	13.29	15.7	16.9	19.13	20.41	21.39	0.50
Morgans Siding	A	2.54	5.20			9.31	10.32		15.38		18.17		21.45		
	D	3.9	5.28	7.20	7.20	8.44	9.30	10.42	13.46	15.19	16.27	19.23	20.48	21.50	22.59
NYAMANDILOVE	W A	3.20	5.44	7.36	7.36	9.1	9.52	10.59	14.1	15.35	16.41	19.39	22.1	23.15	1.17
	D	3.35	6.16	7.46	7.46	9.8	10.25	11.4	13.6	15.40	17.2	19.47	21.3	22.13	23.25
Highbanks Siding	A	3.55	6.32			9.27	10.41		15.56		18.9		22.25	23.41	1.49
	D	4.5	6.43	8.2	8.2	10.51	11.39	12.7	14.21	15.58	17.18	20.1	21.13	22.28	23.49
Heli Siding	A		8.0	8.19	8.19	11.8	11.8	14.37	16.15	17.35			22.43		
	D	4.23	7.12	8.41	8.41	9.53	11.16	12.3	14.45	16.23	17.43	20.20	21.26	22.44	0.6
Igusa Siding	A	4.38	7.26			11.30	11.30	14.37	16.37				22.55		2.46
	D	4.46	7.36	8.55	8.55	10.8	11.45	12.18	14.58	16.39	17.57	20.34	21.38	22.57	0.20
Buda Siding	A		7.40			10.21	12.31	15.10	16.51	18.9	20.46		23.7		
	D	4.59	7.56	9.7	9.7	11.57	12.39	15.18	16.56	18.17	20.54	21.46	23.9	0.32	3.33
SAWMILLS	W A	5.14	8.6	9.17	9.17	12.7	12.51	15.28	17.6	18.27	21.4	22.55	23.18	0.42	3.45
	D	5.21	8.31	9.40	10.51	13.1	13.1	15.46	17.16	18.37	21.27	22.5	23.28	0.52	3.45
Grants Siding	A		8.50	9.59		11.12	11.20	13.58	15.35				23.46		
	D	5.42	8.58	10.19	11.30	13.22	16.4	17.37	18.56	21.46	22.21	23.48	0.51	1.11	4.6

Hill were becoming developed to the extent that rail connection was needed. This served as the impetus for the extension of the rail line north of Kalomo, financed by the Mashonaland Railways and constructed by Pauling & Co. Broken Hill was reached in January 1906, within the time period of the construction contract, which stipulated that the line was to be built at the speed of one mile per day.

The shipment of lead and zinc ores suddenly ceased in May 1907 because of difficulties in separating them in the English smelters. It would be another 5 years before metallurgists at another Broken Hill were able to develop a new technology—flotation—that handled such mixed ores.

But, at about the same time the rich mineral deposits in the Katanga Province of the Congo and the copper deposits at Bwana M'kubwa, just 120 miles north of Broken Hill, were coming into development. In 1908 the Rhodesia-Katanga Junction Railway and Mineral Co. Ltd. was organized by the BSA Company and by Robert Williams, the holder of the mineral concession for the Katanga region. Work was begun at Broken Hill in May 1909 and on December 11 a celebration was held when the railway crossed the Congo frontier. The lengths of rail on the border were connected with specially made copper joiner plates by the governor of Katanga Province, George Pauling. His Pauling & Co. continued construction of the rail line into Congo territory for an additional 165 miles, to Elisabethville, under the direction and contract of the *Chemins de Fer Katanga*, a Belgian company.

The copper mines of Katanga were among the richest and the biggest in the world and competition for rail connection was fierce. Eventually 3 railways snaked into the copper district—the *Benguela Railway* from Angola; the *Chemins de fer du Bas-Congo au Katanga* through the Congo and; Rhodes' own line. He got there 20 years ahead of the others and his company made most of its monopoly. Eventually the three railways split the traffic equally—but Rhodesia Railways found ways to fiddle the contract to retain the lion's share. At the time of WWII, Katanga was shipping 500,000 tonnes of refined copper per year. Probably about half went out through Rhodesia, which was also carrying at least this much coal the other way for the smelters. It must have been a busy railway. Now, only Rhodes' line still exists—and it is in a parlous state.

In 1955, an additional rail outlet to the sea for Rhodesia Railways was provided by a connecting line from Salisbury, through Rutenga and across to border into Mozambique, reaching the coast at Maputo.

From about the time of WWI until the 1930s, a great deal was written about how

addition of a roadway across the bridge. The rail line north of the Zambezi River, to Kalomo, was placed into service in July 1905. Thirty miles of this line had been built using materials that were cabled

across the gorge prior to the completion of the steel bridge. Amazingly this included the passing over of a small locomotive a piece at a time.

During 1905 the lead deposits at Broken

the remaining gaps in the Cape to Cairo route should be filled in. Much was written, but little was done. It was generally agreed that a complete line of rails was unnecessary and that further extension would take place partly by rail and partly by lake and river, including the possibility of train ferries. The preferred routes divided fairly equally between those through the Congo to Sudan and those that struck off the existing line and pushed north east through Tanganyika to Kenya and Uganda. It was the latter that eventually came into existence, but not for half a century.

For several years the Rhodesian system was operated by the Mashonaland Railway Company under the title *Beira and Mashonaland and Rhodesia Railways*, but in 1927 *Rhodesia Railways Company* became the working company. In 1936 *Rhodesia Railways Limited* became the owners of the whole railway system as well as the Vryburg-Bulawayo line. In April 1947 the Rhodesian Government acquired the assets of Rhodesia Railways Limited and it became a statutory body known as *Rhodesia Railways* in November 1949.

During the Federation of Southern Rhodesia and Northern Rhodesia and Nyasaland (Malawi), from 1953 to 1963, the administration of the Railways became a responsibility of the Federal Government. In 1963, when the Federation split up, the Governments of Southern Rhodesia (which became Rhodesia) and Northern Rhodesia agreed to continue to operate the railways as a "Unitary System" under the joint ownership and control of the two Governments. When Northern Rhodesia gained independence in 1963 as Zambia and the Southern Rhodesian Government made its *Unilateral Declaration of Independence* in 1965, the operation of the Railways as a single entity became impossible and the two governments agreed to split the ownership. However, the Southern Rhodesia Government continued to *operate* the new railways, including those in Botswana. In July 1967 the system was divided at the Victoria Falls bridge, with Zambia Railways in the north and Rhodesia Railways in the south. The Rhodesia Railways was re-designated *Zimbabwe Rhodesia Railways* in 1979 and finally *National Railways of Zimbabwe* in May 1980 soon after the attainment of national Independence. In a rather unusual move for a small railway system, the Gweru-Harare section of line was electrified at 25kV in 1983.

In the years since, the railways have become pawns in the political and racial rivalry of southern Africa. When Rhodesia made its Unilateral Declaration of Independence, it effectively closed the line over Victoria Falls. Zambia found it politically unpalatable to ship through Rhodesia anyway, and these factors led to the construction of the Tanzam Railway. When Mozambique and Botswana denied Rhode-

		Dett to Wankie															
STATIONS, SIDINGS, ETC.		30	4	14	32	16	50	34	18	52	20	24	26	58	60	28	
		GOROONS Morn, Weds, Sats.	EXPRESS PASSENGER Morn, Tues, Thurs, Fri	MALL Daily	GOROONS Daily	GOROONS Daily	BUCKLE UP GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily
DETT	A	0.5	1.40	4.5	2.50	6.45			9.25	11.5		14.0		16.50	18.40	20.35	23.5
	D	1.10	1.45	4.35	5.20	7.15	8.20	10.0	11.50	13.30	15.5	17.30	19.30	21.5	22.20	23.55	
Neungasha Siding	A	1.09	1.52	4.43	5.31	7.24	8.29	10.19	11.59	13.39	15.16	17.31	19.56	21.43	22.29	23.62	0.12
	D	1.33	2.6	4.57	5.36	7.38	8.43	10.34	12.21	13.63	15.31	17.56	20.13	21.34	22.43	23.65	0.26
Matchempe Siding	A	1.33	2.4	4.57	5.55	7.38	8.43	10.34	12.21	13.63	15.31	17.56	20.13	21.34	22.43	23.65	0.26
	D	1.33	2.4	4.57	5.55	7.38	8.43	10.34	12.21	13.63	15.31	17.56	20.13	21.34	22.43	23.65	0.26
INSYANTLE	A	2.27	2.29	5.20	6.18	8.1	9.14	10.57	12.54	14.35	15.54	18.27	20.36	21.56	23.6	24.9	0.49
	D	2.32	2.29	5.27	6.28	8.6	9.40	11.7	13.4	15.0	16.4	18.37	20.44	22.8	23.15	24.54	0.54
Fonta Siding	A	2.43	2.38	5.36	6.39	8.33	9.51	11.18	13.15	15.11	16.15	18.38	20.58	22.14	23.24	24.5	1.5
	D	2.43	2.38	5.36	6.39	8.33	9.51	11.18	13.15	15.11	16.15	18.38	20.58	22.14	23.24	24.5	1.5
Ishoutanda Siding	A	3.5	3.13	5.59	7.1	8.55	10.13	12.4	13.45	15.42	16.45	19.23	21.17	22.32	23.48	24.8	1.44
	D	3.13	2.59	5.59	7.1	8.55	10.13	12.4	13.45	15.42	16.45	19.23	21.17	22.32	23.48	24.8	1.44
Pongono Siding	A	3.33	3.16	6.16	7.29	9.35	10.43	12.24	13.32	14.7	16.2	17.5	19.43	21.37	22.59	23.8	2.4
	D	3.33	3.16	6.16	7.29	9.35	10.43	12.24	13.32	14.7	16.2	17.5	19.43	21.37	22.59	23.8	2.4
LUKONI	A	3.42	3.22	6.22	7.38	9.24	11.1	12.41	14.44	16.19	17.22	20.0	21.46	23.8	24.17	25.13	0.71
	D	3.52	3.52	6.34	8.0	9.34	11.45	13.7	14.24	15.39	17.58	20.22	22.8	23.18	24.29	25.23	0.71
Frederica Siding	A	4.20	3.55	6.59	8.28	10.2	12.13	13.31	14.52	17.7	18.26	20.70	22.36	23.45	24.57	25.51	0.71
	D	4.20	3.55	6.59	8.28	10.2	12.13	13.31	14.52	17.7	18.26	20.70	22.36	23.45	24.57	25.51	0.71
Muzora Siding	A	4.37	4.0	7.17	8.53	10.27	12.44	13.58	15.19	17.49	18.59	21.7	22.53	23.9	24.42	25.19	0.71
	D	4.37	4.0	7.17	8.53	10.27	12.44	13.58	15.19	17.49	18.59	21.7	22.53	23.9	24.42	25.19	0.71
WANKIE	A	4.50	4.17	7.25	9.5	11.0	12.55	14.10	15.30	18.0	19.10	21.25	23.20	24.30	25.55	26.30	0.30
	D	4.50	4.17	7.25	9.5	11.0	12.55	14.10	15.30	18.0	19.10	21.25	23.20	24.30	25.55	26.30	0.30

Vehicles detached at Entabeni must be placed in the Storage Loop

		Wankie to Livingstone															
STATIONS, SIDINGS, ETC.		58	26	4	102	14	104	1.6	108	110	16	112	114	116	118	120	122
		GOROONS Daily	GOROONS Morn, Weds, Sats.	EXPRESS PASSENGER Morn, Tues, Thurs, Fri	BUCKLE UP GOROONS Daily	MALL Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily	GOROONS Daily
WANKIE	A	0.30	33.20	4.17	7.25						11.0						
	D	1.30	4.20	4.45	8.40						13.50						
THOMSON J.C.	A	1.44	4.34	4.58	6.27	8.55	9.35	10.30	12.10	13.0	14.4	15.40	16.35	18.10	20.10	20.45	22.30
	D	1.50	4.41	4.58	6.27	8.55	9.35	10.30	12.10	13.0	14.4	15.40	16.35	18.10	20.10	20.45	22.30
Deka Siding	A	2.7	5.6	5.12	6.44	9.14	9.52	10.48	12.27	13.17	14.33	15.57	16.52	18.27	20.27	21.2	22.47
	D	2.7	5.6	5.12	6.44	9.14	9.52	10.48	12.27	13.17	14.33	15.57	16.52	18.27	20.27	21.2	22.47
SAMBAMWZI	A	2.31	5.30	5.29	7.0	9.33	10.16	11.20	12.51	13.41	14.57	16.21	17.24	19.17	20.51	21.36	23.19
	D	2.36	5.35	5.29	7.0	9.33	10.16	11.20	12.51	13.41	14.57	16.21	17.24	19.17	20.51	21.36	23.19
Zangwa Siding	A	3.10	6.9	5.52	7.26	10.1	11.0	12.0	13.30	14.27	15.39	17.0	18.3	19.52	21.30	22.11	23.0
	D	3.10	6.9	5.52	7.26	10.1	11.0	12.0	13.30	14.27	15.39	17.0	18.3	19.52	21.30	22.11	23.0
Nashvone Siding	A	3.25	6.24	6.3	7.48	10.16	11.23	12.15	13.53	14.56	16.7	17.15	18.26	20.7	21.45	22.36	23.4
	D	3.25	6.24	6.3	7.48	10.16	11.23	12.15	13.53	14.56	16.7	17.15	18.26	20.7	21.45	22.36	23.4
Eobangwe Siding	A	3.35	6.36	6.12	7.58	10.27	11.34	12.26	14.4	15.7	16.18	17.34	18.45	20.26	22.23	22.55	0.35
	D	3.46	6.44	6.12	7.58	10.29	11.34	12.26	14.4	15.7	16.18	17.34	18.45	20.26	22.23	22.55	0.35
Kasib Siding	A	3.57	6.55	6.22	8.15	10.37	11.45	12.37	14.23	15.27	16.27	17.45	18.56	20.37	22.34	23.15	0.46
	D	4.12	7.10	6.35	8.28	10.52	12.0	13.0	14.38	15.42	16.44	18.6	19.11	20.52	22.49	23.30	1.1
MALENI	A	4.18	7.30	6.45	8.59	11.2	12.15	13.5	14.48	15.47	16.54	18.14	19.25	20.57	22.58	23.35	1.6
	D	4.18	7.30	6.45	8.59	11.2	12.15	13.5	14.48	15.47	16.54	18.14	19.25	20.57	22.58	23.35	1.6
Kalala Siding	A	4.31	7.43	6.54	9.12	11.15	12.28	13.18	15.1	16.4	17.15	18.38	19.38	21.28	23.11	23.48	1.19
	D	4.31	7.43	6.54	9.12	11.15	12.28	13.18	15.1	16.4	17.15	18.38	19.38	21.28	23.11	23.48	1.19
Dhobongombe Siding	A	4.49	8.1	7.7	9.23	11.28	12.46	13.44	15.19	16.31	17.33	18.45	19.56	21.46	23.29	24.0	1.37
	D	4.49	8.1	7.7	9.23	11.28	12.46	13.44	15.19	16.31	17.33	18.45	19.56	21.46	23.29	24.0	1.37
Mvumba Siding	A	5.12	8.29	7.23	9.54	12.4	13.28	14.15	15.50	17.8	17.56	19.16	20.19	22.17	23.52	24.29	2.0
	D	5.31	8.40	7.32	10.24	12.25	13.46	14.34	16.10	17.25	18.13	19.32	20.48	22.33	23.0	24.0	2.11
MASHIE	A	5.31	8.40	7.32	10.24	12.25	13.46	14.34	16.10	17.25	18.13	19.32	20.48	22.33	23.0	24.0	2.11
	D	5.31	8.40	7.32	10.24	12.25	13.46	14.34	16.10	17.25	18.13	19.32	20.48	22.33	23.0	24.0	2.11
Ibafra Siding	A	5.55	9.0	7.34	10.38	12.39	14.1	14.49	16.25	17.40	18.48	19.47	21.3	22.48	23.1	24.2	2.42
	D	5.55	9.0	7.34	10.38	12.39	14.1	14.49	16.25	17.40	18.48	19.47	21.3	22.48	23.1	24.2	2.42
VICTORIA FALLS	A	6.31	9.21	8.0	11.9	13.0	14.19	15.15	16.43	18.6	18.26	20.5	21.21	23.6	24.1	25.3	3.0
	D	6.31	9.21	8.0	11.9	13.0	14.19	15.15	16.43	18.6	18.26	20.5	21.21	23.6	24.1	25.3	3.0
LIVINGSTONE	A	7.0	9.50	8.45	11.55	13.45	14.55	16.0	17.20	18.40	19.20	21.55	23.40	24.15	25.20	26.35	0.35
	D	8.30	9.55	15.40	15.0	17.0	19.0	21.0	21.0	23.0	23.0	25.0	26.0	27.0	28.0	29.0	30.0

sia access to the sea, a private line, the Beitbridge Railway was constructed to route traffic direct to the friendly state of South Africa. After Zimbabwe's independence, this route fell into disfavour and, after the regime change in South Africa, the kaleidoscope changed yet again.

A great deal of the history of the Rhodesian railway system has been taken from *The political economy of primary railway construction in the Rhodesias, 1890-1911* by John Lunn, House of Commons Library, London; and from *Operating a Railway system within a challenging environment: experiences of National Railways of Zimbabwe* by Charles Mbohwa.

The timetables we shall use for guidance on our long trip to Tanzania are part of the collection of Kent Hannah, editor of *The Timetable Collector*. Many thanks to Kent for making copies available.

Plumtree-Bulawayo

We commence our journey through this tortured terrain where and how we left off—in a modern connecting train. As usual, we have as our guide the local Working Time Table. This is NRZ's Southern Area No. 68, dated 18 September 1988. In common with most railways in southern Africa, NRZ had last issued a WTT on 29 December 1986—the birth day of Botswana Railways, as you may recall. The schedules of that time are still in effect and the arrival of BR's train #5 on which we have travelled from Mafikeng is followed a quarter of an hour later by the departure of NRZ's train No. 105, the weekly passenger.

The WTTs of the Rhodesia Railways and the National Railways of Zimbabwe appear to form part of a continuous numbered set, sometimes arranged by area, sometimes grouped into a system-wide volume. There seems to have been about 1 per year; the earliest of which we have a record is No. 5, issued in 1905, under the imprint *Beira & Mashonaland & Rhodesia Railways*.

Our train starts from Plumtree and, about half-way to Bulawayo passes Figtree. This is no coincidence—these two stations were named after prominent trees, which acted as beacons on the plain for the train crews. At Figtree, we meet train 808, the daily Mixed (the only Mixed in the world with a buffet car?) and we pass one of the 6 daily goods trains which run in each direction,

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UP TRAINS

Livingstone to Choma

STATIONS SIDINGS ETC		110	132	114	320	88	4	120	122	322	14	102	104	106	108	16
		GOODS Daily	GOODS Mobs. Mobs. Sats.	PICK-UP GOODS Daily	GOODS Daily	GOODS Daily	Express Passenger Mobs. Mobs. Sats.	GOODS Daily	GOODS Daily	GOODS Daily	MIXED Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Mobs. Mobs. Sats.	GOODS Daily
LIVINGSTONE	W A	06.40		21.55		7. 0	8.45	2.20	3.35		13.45	11.55	14.55	16. 0	17.20	19.20
	D	0.45	2.10	3.30	4.50	8.30	9.55	10.40	11.45	13. 0	15. 0	15.40	17.10	19. 0	21.10	23.10
Chibhiti Siding	A	1. 3	2.30	3.38	5. 8	8.44	10.10	10.58	12. 3	13.18	15.14	15.58	17.28	19.18	21.28	23.28
	D	1. 8	2.35	3.48	5.13	8.49	10.15	11. 1	12.11	13.33	15.19	16. 3	17.54	19.23	21.36	23.36
Natebe Siding	A	1.29	2.57	4. 9	5.34		11.22	12.32	13.54	15.39	16.24	18.15	19.44	21.57	23.57	
	D	1.38	3. 5	4.20	5.48	9. 9	10.32	11.32	12.32	13.54	15.39	16.24	18.15	19.52	22. 5	24.52
Kananga Siding*	A					9.27	10.45	11.48	12.50	14.12	15.59	16.50	18.33	20.10	22.23	0.23
	D	1.50	3.23	4.38	6. 6	9.27	10.45	11.48	12.50	14.12	15.59	16.50	18.33	20.10	22.23	0.23
Quarry Siding	A					9.27	10.45	11.48	12.50	14.12	15.59	16.50	18.33	20.10	22.23	0.23
SENKOMO	W A	2.10	3.37	4.52	6.20	9.40	11.12	12.14	13.12	14.34	16.13	17.12	18.47	20.24	22.37	0.37
	D	2.28	3.42	5.10	6.39	9.53	10.55	12.14	13.42	14.46	16.26	17.24	19. 5	20.32	22.54	1. 9
Siding	A					10.18	11.15	12.41	14. 9	15.13	16.51	17. 3	17.51	19.40	20.59	22.21
Katuya Siding	A					10.26	11.15	12.41	14. 9	15.13	16.51	17. 3	17.51	19.40	20.59	22.21
	D	2.55	4. 9	5.51	7. 6	10.26	11.15	12.41	14. 9	15.13	16.51	17. 3	17.51	19.40	20.59	22.21
Makohi Siding	A					10.26	11.15	12.41	14. 9	15.13	16.51	17. 3	17.51	19.40	20.59	22.21
	D	3.10	4.24	5.56	7.21	10.40	11.25	13. 4	14.36	15.44	17.19	18.20	19.55	21.22	23.36	1.42
Sikaya Siding* †	A					10.53	11.28	12. 6	14.13	15.44	17.19	18.20	19.55	21.22	23.36	1.50
	D	3.25	4.47	6.27	7.36	11. 1	11.37	13.19	14.51	15.59	17.32	18.43	20.18	21.49	23. 3	2. 5
Simwami Siding	A					11.15	11.50	13.35	15.15	16.26	17.49	18.59	20.34	22. 5	0.19	2.21
	D	3.51	5.14	6.48	8. 0	11.15	11.50	13.35	15.15	16.26	17.49	18.59	20.34	22. 5	0.19	2.21
ZIMBA	W A	4. 4	5.27	7. 1	8.13	11.27	12. 1	13.48	15.28	16.39	18. 1	19.12	20.37	22.18	0.32	2.34
	D	4.47	6. 7	7.31	8.13	12.28	12. 6	14.13	15. 7	16.39	18. 9	19.38	21.15	23. 3	0.52	3.13
Mayoba Siding	A					12.47	12.55	14.41	16.35	18.28	20. 6	21.43	23.31	23.45	1.20	3.41
	D	5.15	6.43	8. 9		12.55	13.13	14.41	16.57	18.32	20.14	21.43	23.31	23.45	1.20	3.41
Bowwood Siding	A					13.13	13.13	15. 3	17.19	18.59	20.36	22. 5	23.13	24.13	0. 7	4. 3
	D	5.37	7. 5	8.52		13.13	13.13	15. 3	17.19	18.59	20.36	22. 5	23.13	24.13	0. 7	4. 3
Chileshe Siding	A					13.26	13.26	15.29	17.47	19.12	20.53	22.30	24. 0	25. 7	1.59	4.28
	D	6. 2	7.22	9.22		13.26	13.26	15.29	17.47	19.12	20.53	22.30	24. 0	25. 7	1.59	4.28
Maronda Siding	A					13.37	13.37	15.51	18. 1	19.23	21. 7	22.52	24.44	0.38	2.21	4.42
	D	6.16	7.36	9.34		13.37	13.37	15.51	18. 1	19.23	21. 7	22.52	24.44	0.38	2.21	4.42
KALOMO	W A	6.29	7.49	9.46		13.48	13. 4	16. 4	18.14	19.34	21.20	23. 5	25.11	0.51	2.34	4.55
	D	6.35	7.59	9.49		14. 6	13.10	16.14	18.24	19. 5	21.30	23.11	25. 0	0.29	2.50	5.14
Kanyameza Siding*	A					14.23	14.23	16.57	18.59	20.22	22.13	23.46	25. 2	2.17	3.40	6. 4
	D	7.10	8.34	11.19		14.23	14.23	16.57	18.59	20.22	22.13	23.46	25. 2	2.17	3.40	6. 4
Makwela Siding	A					14.35	14.35	17.12	19.14	20.34	22.28	24. 0	25.11	0.29	2.50	5.14
	D	7.33	8.57	11.40		14.35	14.35	17.12	19.14	20.34	22.28	24. 0	25.11	0.29	2.50	5.14
Fara Siding	A					15. 7	15. 7	18.12	20.23	21.26	22.55	24.44	26.10	0.38	2.21	4.42
	D	8. 0	9.24	12.11		15. 7	15. 7	18.12	20.23	21.26	22.55	24.44	26.10	0.38	2.21	4.42
Sibanyati Siding	A					15. 7	15. 7	18.12	20.23	21.26	22.55	24.44	26.10	0.38	2.21	4.42
	D	8.42	10.22	12.53		15. 7	15. 7	18.12	20.23	21.26	22.55	24.44	26.10	0.38	2.21	4.42
Mbabala Siding*	A					15.45	15.45	18.10	20.50	21.38	23.50	25.15	26.55	0.55	2.35	4.55
	D	9. 5	10.35	13.11		15.45	15.45	18.10	20.50	21.38	23.50	25.15	26.55	0.55	2.35	4.55
CHOMA	W A	9.28	10.55	13.30		16. 0	16.30	19.30	21.10	22.12	24.00	25. 5	27.15	0.15	2.15	4.15
	D	10.35	11.35	14. 0		16.30	16.30	19.30	21.10	22.12	24.00	25. 5	27.15	0.15	2.15	4.15

* Vehicles must not be detached at Chibhiti, Kananga, Sikaya, Kanyameza or Mbabala Sidings.
† Down trains take the main line in each instance when effecting crossings at Sikaya Siding, irrespective of the class of train to be crossed.

No 813.

Bulawayo-Ndola

Although we arrive in Bulawayo some 2½ hours after leaving Plumtree, we leave Bulawayo some 35 years before we arrive. We travel on Rhodesia Railways Express Passenger, train No. 4, which should carry us over the more than 800 miles in about 34 hours. This is an Up train, as all trains travelling away from Bulawayo are. No 4

departs 4 days per week as does its opposite number, No. 7, so the service can be maintained with only 2 train sets.

We are using a system WTT, No 50 of 30th November 1953 as our guide. It covers (naturally) all the lines in both Rhodesias and we will need 9 pages of it to follow our journey. With a common ancestry, it is little surprise that these WTTs share many similarities with those of South Africa, including the use of the 34-hour



UP TRAINS

Choma to Monze

W.T.T. No. 9

STATIONS, SIDINGS, ETC.		102	104	106	108	16	110	132	4	58	114	120	14	122
		GOODS Daily	GOODS Daily	GOODS Daily	GOODS Morns., Tuess., Thurs., Sat.	GOODS Daily	GOODS Daily	GOODS Morns., Tuess., Thurs., Sat.	Express Passenger Morns., Tuess., Thurs., Sat.	GOODS Daily	PICK-UP GOODS Daily	GOODS Daily	MIXED Daily	GOODS Daily
CHOMA	W	0.10	2.5	4.15	5.25	7.55	9.25	10.55	14.28	16.0	13.30	19.30	21.52	21.10
	D	0.40	3.25	5.15	6.50	8.35	10.35	11.35	14.43	16.30	17.0	19.50	22.12	22.45
		x111	x125	x129	x131	x133	x101	x101	x103	x103	x103	x103	x121	x123
Siding	A													
	D													
Sikalongo Siding	A	1.4	3.59	5.39	7.14	8.59	10.59	12.7	14.59	16.50	17.28	20.14	22.32	23.9
	D		3.29	5.47	7.22									
			x129	x131	x133				x101	x105	x107			
Batoka Siding	A	1.33	4.8	6.16	7.51	9.28	11.28	12.36	15.15	17.12	18.2	20.43	22.57	23.38
	D	1.42												
		x125							x101	x107			x121	x121
Ndzhungu Siding	A	4.48	6.36	8.11	9.56	11.56	13.6	15.22	17.30	18.27	21.3	23.19	25.12	0.6
	D	2.2	4.57	6.44	8.11	9.56	11.56	13.27	15.22	17.30	18.35	21.11	23.12	
		x121	x133					x137	x109	x109	x123	x111		
Muzoka Siding	W	2.21	5.16	7.3	8.30	10.45	12.15	13.46	15.36	17.47	18.53	21.30	23.29	0.25
	D	2.44	5.40	7.18	8.55	10.30	12.40	13.54	15.36	17.55	19.0	21.30	23.31	
		x129	x133			x103	x107	x107	x109	x109				
Moskarounga Siding	W	3.7	6.3	7.41	9.18	11.1	13.31	14.32	16.1	18.27	19.40	22.8	0.3	1.17
	D	3.14	6.13	7.51	9.28	11.11	13.16	14.37	16.4	18.32	20.15	22.18	0.13	1.32
		x125	x101				x105			x123	x111	x125		
PEMBA	W	3.29	6.28	8.6	9.43	11.26	13.31	14.52	16.12	18.43	20.28	22.33	0.24	1.47
	D	3.37	6.56	8.6	9.51	11.50	13.31	15.2	16.12	18.43	20.28	22.33	0.24	1.55
		x121	x101			x107	x107							x129
Swala Siding†	A	3.58	7.17	8.27	10.12	12.11	13.52	15.23	16.28	19.2	20.46	22.54	0.43	1.47
	D	3.58	7.17	8.27	10.12	12.11	13.52	15.23	16.28	19.12	21.19	22.54	0.47	2.16
						x109			x103	x121				
Chisekesi Siding	A	4.16	7.35	8.45	10.30	12.37	14.10	15.41	16.40	19.27	21.35	23.20	1.2	2.34
	D	4.25	7.35	8.45	10.30	12.37	14.20	16.0	16.40	19.27	21.35	23.20	1.2	2.45
		x137					x107	x109			x125	x129	x129	x111
Ma. banga Siding	W	4.40	7.50	9.15	10.45	12.55	14.35	16.15	17.1	19.40	21.55	23.35	1.15	3.0
	D	6.10	8.35	11.10	12.35	13.40	14.35	16.50	17.1	20.10	22.45	0.15	1.40	4.0
		x101	x101	x137	x103	x107	x109	x123	x123	x111	x125	x129	x121	x133

*Down trains take the main line in every instance when effecting crossings at Swala Siding, irrespective of the class of train to be crossed.



So, we have a busy time of it, meeting trains coming the other way throughout the night, crossing no fewer than 22 of them between Bulawayo and Victoria Falls. The line is single-track and worked under the token system, for which an extensive rule book exists. We change engines at Wankie, the coal mining town, where we spend nearly half an hour in the process.

There is a private railway here worked by Garratt locomotives (even in 2007, above) bringing out some 5 million tons per year. At Wankie (Hwange) is, or was, the largest coal mine in the world. It suffered a catastrophic explosion in 1972, which killed 427 people. The coal trains to and from here do not appear in the WTT, but we can see from the many safe-working pauses which trains make, that there must be many of them.

UP TRAINS

Monze to Kafue

W.T.T. No. 10

STATIONS, SIDINGS, ETC.		120	14	122	102	104	106	108	16	132	4	112	58	114
		GOODS Daily	MIXED Daily	GOODS Daily	PICK-UP GOODS Daily	GOODS Daily	GOODS Daily	GOODS Morns., Tuess., Thurs., Sat.	GOODS Daily	GOODS Morns., Tuess., Thurs., Sat.	Express Passenger Morns., Tuess., Thurs., Sat.	GOODS Daily	GOODS Daily	GOODS Daily
MONZE	W	23.35	1.25	3.0	4.40	7.50	9.15	10.45	12.55	16.15	16.51	18.40	19.40	21.55
	D	0.25	1.40	4.0	6.10	8.35	11.10	12.35	13.40	16.50	17.1	20.10	20.10	22.45
		x131	x121	x123	x101	x101	x103	x107	x109	x109	x109	x123	x123	x129
Kayuni Siding	A	0.30	1.51	4.15	6.25	8.50	11.25	12.50	13.55	17.5	17.10	18.55	20.21	23.0
	D		1.53	4.23	6.25	8.50	11.25	12.50	13.55	17.5	17.10	18.55	20.21	23.0
			x101									x111		
Tamboer Siding	A	0.45	2.8	4.36	6.40	9.5	11.40	13.5	14.10	17.20	17.19	19.26	20.34	23.15
	D		2.8	4.36	6.40	9.5	11.40	13.5	14.10	17.20	17.19	19.26	20.34	23.15
			x133		x101	x105	x107		x109	x123	x123	x125	x125	x131
Kamuzya Siding	A	1.4	2.21	4.57	7.19	9.37	12.7	13.24	14.37	17.47	17.30	19.45	20.55	23.47
	D		2.23	4.57	7.19	9.37	12.7	13.24	14.37	17.47	17.30	19.45	20.55	23.47
MAGOYE	W	1.21	2.37	5.14	7.36	9.54	12.24	13.41	14.54	18.4	17.41	20.2	21.9	0.4
	D	1.29	2.44	5.20	8.7	10.11	12.30	13.49	15.4	18.20	17.41	20.10	21.17	0.10
		x133				x105		x109		x111		x125	x129	
Kafuya Siding*	A	1.56	3.5	5.47	8.34	10.38	12.57	14.16	15.31	18.47	17.57	20.37	21.38	0.37
	D		3.5	5.47	8.49	10.46	13.5	14.16	15.31	18.47	17.57	20.37	21.38	0.47
			x101	x101		x107	x109				x111	x129		x133
Balast Siding	A	2.20	3.24	6.19	9.13	11.10	13.29	14.40	15.55	19.11	18.11	21.9	21.55	1.11
	D	2.25	3.39	6.36	10.12	11.16	13.34	14.54	16.35	19.18	18.16	21.13	22.15	1.10
		x101		x105	x107			x121	x125					
Imbabwe Siding	A	2.46	3.57	6.57	10.33	11.37	13.55	15.15	16.56	19.39	18.37	21.34	22.33	1.37
	D		3.59	6.57	10.56	11.37	13.55	15.26	17.5	19.47	18.30	21.42	22.33	1.48
					x109			x123	x123	x129	x125	x125		x107
Nega Nega Siding	A	3.11	4.21	7.22	11.40	12.44	14.20	15.51	17.30	20.12	18.47	22.7	22.55	2.13
	D		4.25	7.22	11.40	12.44	14.20	15.51	17.30	20.12	18.47	22.7	22.55	2.13
			x103		x109									
Naluama Siding	A	3.28	4.40	7.39	11.57	12.48	14.37	16.8	17.59	20.39	18.58	22.24	23.17	2.30
	D	3.39	4.42	7.39	11.57	12.48	14.49	16.29	17.59	20.39	18.58	22.24	23.17	2.30
		x107	x105				x121	x111		x121	x129		x133	
KAFUE	W	3.55	4.55	7.55	12.15	13.5	15.5	16.45	18.15	20.55	19.8	22.40	23.30	2.50
	D	8.40	5.25	10.40	13.55	15.40	17.50	18.0	19.15	22.0	19.28	22.40	23.30	2.50
		x103	x107	x109	x123	x123	x111	x125	x133	x133	x131	x131	x101	x103

*Up trains take the main line in every instance when effecting crossings at Kafuya Siding, irrespective of the class of train to be crossed. Vehicles must not be detached at Kamuzya Siding.

clock. Many of the trains with which we share both tracks and WTT pages run through Bulawayo from the south and most will go as far as we are going, because nearly all are carrying traffic to and from

our destination in the copper mining area. However, the pick-up and one goods go only as far as Sawmills. Nearly all are daily trains which means 7 days a week.

For some 20 miles before we reach Victoria Falls, we begin to see the drifting mist from *Mosi-Oa-Tunya* "the smoke that thunders" in the early morning light. When we finally pull to a halt at Victoria Falls station 12 hours after departure, not only can we see it, we can hear it, feel it, smell it and even taste it. Just through the cloud forest which surrounds the station, a mile wide torrent sends 100 million gallons of water down a 300 foot drop every second.

At Victoria Falls, we pause to meet goods No. 109, which comes crawling across the bridge shortly after our arrival. One can walk across the bridge, but one needs an Edmonson-style ticket which will cost a shilling (our page 9). But now it is our train's turn to cross; the wind is from the north today and carries the mist to us, fogging the windows, just as Rhodes dreamed it would. We cross the bridge at the maximum allowable speed—5 mph.

On the other side, we are now in Northern Rhodesia; one day it will be called Zambia. This is Livingstone, named after the famous missionary, who penetrated this area in 1855. We change locomotives again here—Livingstone has a major locomotive depot operating since before 1920. In latter years, the depot is to become the focal point of the Zambia rail museum. All in all, we spend 70 minutes here, fussing about while 2 more trains make their way south (or west, really) across the massive bridge.

Having made the leap across the Zambezi,

UP TRAINS

Kafue to Broken Hill

W.T.T. No. 50

STATIONS, SIDINGS, ETC.	58	112	300	14	134	120	122	124	104	106	108	4	16	110	
	GOODS Daily	GOODS Daily	PICK-UP GOODS Daily	MIXED Daily	PICK-UP GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Monds, Weds, Sats.	Express Passenger Surs., Tues., Thurs., Fris.	GOODS Daily	GOODS Daily	
KAFUE	W A 23.30	22.40		4.55		3.55	7.55		13.5	15.5	16.45	19.8	18.15		Arrives
"	D 0.1	1.30	3.0	5.25	7.0	8.40	10.40	12.40	13.55	15.40	17.50	19.28	20.0	21.35	Mons.
	x101	x103	x105	x107	x109	x7-113	x7-113	x115	x123	x111	x129	x129	x131	x133	Tues.
Shimabala Siding	A 2.6	3.36	5.51	7.26	9.16	11.16	13.6	14.31	16.16	18.26	19.49	20.36	22.11		Thurs.
"	D 0.27	2.14	3.46	5.53	7.26	9.16	11.26	13.15	14.42	16.34	18.34	19.49	20.36	22.11	Sats.
	x105	x105	x105	x105	x105	x105	x301	x123	x111	x131	x129	x129	x131	x133	
CHIPONGWE	W A 0.39	2.28	4.0	6.5	7.38	9.30	11.40	13.27	14.56	16.30	18.48	20.50	22.25		
"	D 0.49	2.40	4.15	6.15	7.49	9.42	11.52	13.37	15.8	16.50	19.4	19.58	21.2	22.37	
	x103	x103	x107	x109	x7-113	x115	x115	x129	x129	x129	x133	x133	x101	x101	
Mapepi Siding	A 1.12	3.5	4.40	6.38	8.12	10.7	12.17	14.0	15.33	17.15	19.29	21.27	23.2		
"	D 1.28	3.17	4.55	6.40	8.20	10.15	12.33	14.12	15.33	17.33	19.53	20.14	21.40	23.2	
	x105	x107	x107	x107	x107	x301	x123	x111	x129	x131	x133	x133	x101	x101	
Lilayi Siding	A 1.56	3.53	5.31	7.8	8.48	10.51	13.9	14.40	16.9	18.9	20.29	22.16	23.38		
"	D 1.56	3.53	5.31	7.8	8.48	10.51	13.9	14.40	16.17	18.9	20.29	22.16	23.38	23.49	
	x109	x109	x109	x113-7	x301	x115	x115	x129	x129	x129	x129	x133	x101	x103	
Private Siding (Rosazza and Morton's)	D 2.13	4.12	6.40	7.35	9.19	11.18	13.28	14.57	16.36	18.28	20.48	22.35	0.8		
LUSAKA	A 2.35	4.17	8.20	10.0	11.46	13.50	15.37	16.50	18.38	20.59	21.7	22.52	0.13		
"	D 2.35	4.17	8.20	10.0	11.46	13.50	15.37	16.50	18.38	20.59	21.7	22.52	0.13		
	x107	x107	x113-7	x301	x115	x123	x111	x129	x131	x133	x101	x101	x101	x101	
Chunga Siding†	A 4.29	10.12	14.2	15.8	17.2	18.50	21.11	21.17	23.4	0.25					
"	D 2.46	4.37	8.31	10.20	11.58	14.30	15.48	17.2	18.50	21.11	21.17	23.12	0.33		
	x109	x109	x109	x109	x109	x129	x129	x103	x103	x103	x103	x103	x105	x105	
Ngwerrere Siding	W A 3.2	4.54	8.47	10.37	12.15	14.47	16.4	17.19	19.7	21.28	21.31	23.29	0.50		
"	D 3.8	5.6	8.57	10.52	12.27	15.1	16.14	17.35	19.19	21.40	21.37	23.46	1.2		
	x115	x123	x111	x111	x131	x133	x131	x133	x101	x103	x103	x103	x105	x105	
Chikumbi Siding	A 3.22	5.21	9.11	11.7	12.42	15.16	16.28	17.50	19.34	21.55	22.3	21.49	0.1	1.17	
"	D 3.30	5.50	9.13	11.16	12.58	15.26	16.30	17.50	19.42	22.3	21.49	0.1	1.29		
	x109	x113-7	x129	x129	x129	x131	x131	x131	x101	x103	x103	x103	x103	x107	
Karubwe Siding*	A 9.29	11.33	13.15	15.43	16.46	18.7	19.59	22.20	22.2	0.18	1.46				
"	D 3.46	6.7	9.31	11.51	13.15	15.43	16.54	18.7	19.59	22.20	22.2	0.18	1.46		
	x111	x111	x111	x111	x133	x133	x133	x133	x133	x133	x133	x133	x133	x133	
Mutoyo Siding	A 9.46	12.8	13.32	16.0	17.9	18.24	20.16	22.37	22.46	22.15	0.35				
"	D 4.1	6.24	9.54	12.20	13.32	16.0	17.9	18.24	20.16	22.37	22.46	22.15	0.43	2.3	
	x123	x129	x123	x129	x129	x129	x129	x105	x105	x105	x105	x105	x107	x107	
CHISAMBA	A 4.15	6.40	10.8	12.36	13.48	16.16	17.23	18.40	20.32	23.2	22.28	0.59	2.19		
"	D 4.25	6.45	10.16	13.3	14.17	16.25	17.42	18.50	20.38	23.12	22.32	1.8	2.28		
	x113	x115	x113	x113	x131	x133	x133	x101	x103	x103	x103	x105	x105	x109	
Chapu Siding	A 4.37	6.59	10.28	13.17	14.31	16.39	18.2	19.4	20.52	23.26	23.46	22.42	1.22	2.42	
"	D 4.54	6.59	10.30	13.17	14.31	16.39	18.2	19.4	20.52	23.46	23.46	22.42	1.22	2.42	
	x7	x7	x111	x111	x111	x111	x101	x101	x101	x107	x107	x107	x107	x107	
Miswa Siding	A 10.44	13.32	14.46	16.54	18.16	19.19	21.7	0.1	22.54	1.37					
"	D 10.46	13.40	14.46	16.54	18.16	19.19	21.7	0.1	22.54	1.47	2.57				
	x131	x131	x131	x131	x131	x131	x131	x131	x131	x109	x109	x109	x109	x109	
Nankunko Siding	A 5.19	7.26	10.57	13.52	14.58	17.6	19.31	21.19	0.13	23.4	1.59	3.9			
"	D 5.29	7.26	10.59	14.0	15.13	17.16	18.27	19.45	21.27	0.13	23.4	1.59	3.19		
	x115	x115	x129	x133	x101	x101	x103	x103	x105	x107	x107	x113	x113	x113	
Mwomboshi Tank	W A 5.36	7.34	11.6	14.8	15.21	17.24	18.34	19.53	21.35	0.21	23.9	2.7	3.27		
"	D 5.46	7.46	11.16	14.18	15.33	17.36	18.46	20.5	21.49	0.33	23.15	2.19	3.39		
Chikonkomenc Siding	A 8.0	11.27	11.27	14.32	15.47	17.50	18.57	20.19	22.3	0.47	22.32	2.33	3.53		
"	D 5.57	8.12	11.29	14.40	15.47	17.50	19.5	20.42	22.13	0.55	23.24	2.45	4.9		
	x123	x123	x133	x133	x133	x133	x103	x105	x107	x109	x109	x113	x113	x7	
Kalwelwe Siding	A 8.38	11.48	15.6	16.21	18.28	19.24	21.8	22.39	1.21	23.40	3.11	4.35			
"	D 6.16	8.50	11.48	15.6	16.21	18.28	19.24	21.8	22.39	1.21	23.40	3.11	4.45		
	x111	x111	x101	x103	x103	x103	x103	x103	x103	x103	x115	x115	x115	x115	
NYAMA	A 6.30	9.6	12.2	15.22	16.37	18.44	19.38	21.24	22.55	1.37	3.27	5.1			
"	D 6.37	9.18	12.7	15.33	16.51	18.54	20.1	21.33	23.0	1.48	3.41	5.8			
	x129	x129	x131	x101	x101	x105	x105	x107	x107	x113	x109	x7	x7	x7	
Kasavasa Siding	A 6.49	9.32	12.19	15.47	17.5	19.8	20.13	21.47	23.14	2.2	0.1	3.55			
"	D 7.1	9.32	12.20	15.58	17.5	19.8	20.13	21.47	23.22	2.2	0.1	4.2	5.22		
	x123	x123	x123	x123	x123	x123	x123	x123	x109	x109	x109	x115	x115	x115	
Kangomba Siding	A 7.13	9.46	12.32	16.12	17.19	19.22	20.25	22.1	23.36	2.16	0.10	4.16	5.36		
"	D 7.13	9.46	12.33	16.26	17.36	19.31	20.38	22.1	23.36	2.16	0.10	4.16	5.36		
	x103	x103	x103	x103	x103	x105	x107	x107	x107	x107	x107	x107	x107	x107	
Mine Siding (No. 1)	D 9.0	10.5	12.50	16.45	17.55	19.50	20.55	22.20	23.55	2.35	0.25	4.35	5.55		
BROKEN HILL	W A 9.0	16.50	14.0	17.55	19.50	20.55	21.55	22.20	23.55	2.35	0.25	4.35	5.55		
"	D 9.0	16.50	14.0	17.55	19.50	20.55	21.55	22.20	23.55	2.35	0.25	4.35	5.55		
	x111	x131	x133	x103	x103	x105	x107	x109	x109	x113-7	x7-115	x113	x123	x123	
	x129	x131	x133	x103	x103	x105	x107	x109	x109	x113-7	x7-115	x113	x123	x123	

*Up goods trains take the main line in every instance when effecting crossings at Karubwe Siding, irrespective of the class of train to be crossed.
 †Down trains take the main line in every instance when effecting crossings at Chunga Siding, irrespective of the class of train to be crossed.
 Vehicles must not be detached at Chunga and Kalwelwe Sidings.

UP TRAINS

Broken Hill to Ndola

W.T.T. No. 3

STATIONS SIDINGS ETC		Broken Hill to Ndola															
		4	104	106	108	58	18	14	112	114	124	126					
		Express Passenger Mains, Acct. Fris. Subs	GOODNS Daily	GOODNS Daily	PICK-UP GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	GOODNS Daily	
BROKEN HILL	W A D	0.25 1.40 5.11	22.20 2.15 11.12	23.58 4.5 12.19	25.35 6.5 14.11	27.10 8.5 15.11	28.30 10.5 16.11	30.00 12.5 17.11	31.30 14.5 18.11	32.50 16.5 19.11	34.10 18.5 20.11	35.30 20.5 21.11	36.50 22.5 22.11	38.10 24.5 23.11	39.30 26.5 24.11	40.50 28.5 25.11	
Natweya Siding	A D	1.53 1.55	3.31 3.32	5.12 5.12	6.51 6.52	8.30 8.31	9.15 9.15	10.00 10.00	11.15 11.15	12.30 12.30	13.45 13.45	15.00 15.00	16.15 16.15	17.30 17.30	18.45 18.45	20.00 20.00	
Chankwaka Siding	A	2.41	4.21	5.42	7.03	8.24	9.45	10.66	11.87	13.08	14.29	15.50	17.11	18.32	19.53	21.14	
Mulungushi Siding	W A D	2.14 2.24 5.12	3.4 3.14 5.12	4.56 5.6 5.12	6.1 6.11 6.11	7.22 8.22 8.22	8.33 9.33 9.33	9.44 10.44 10.44	10.55 11.55 11.55	12.06 13.06 13.06	13.17 14.17 14.17	14.28 15.28 15.28	15.39 16.39 16.39	16.50 17.50 17.50	18.01 19.01 19.01	19.12 20.12 20.12	20.23 21.23 21.23
Chibwa Siding	A D	3.37 3.41	5.21 5.21	6.44 6.44	8.07 8.07	9.30 9.30	10.53 10.53	12.16 12.16	13.39 13.39	14.62 14.62	15.85 15.85	17.08 17.08	18.31 18.31	19.54 19.54	21.17 21.17	22.40 22.40	
Kakulu Siding	A D	3.2 3.2	4.8 4.8	6.4 6.4	8.0 8.0	9.6 9.6	11.2 11.2	12.8 12.8	14.4 14.4	16.0 16.0	17.6 17.6	19.2 19.2	20.8 20.8	22.4 22.4	24.0 24.0	25.6 25.6	
KAPIRI MPOSHI	A D	3.27 3.32	4.37 4.43	6.33 6.37	7.50 7.56	9.07 9.13	10.24 10.30	11.41 11.47	12.58 12.64	14.15 14.21	15.32 15.38	16.49 16.55	17.66 17.72	18.83 18.89	20.00 20.06	21.17 21.23	
Lank (Emergency) Sand Spur	W D																
Lubera Siding	A D	3.55 3.55	5.10 5.10	7.4 7.4	8.53 8.53	10.06 10.06	11.59 11.59	13.12 13.12	14.25 14.25	15.38 15.38	16.51 16.51	18.04 18.04	19.17 19.17	20.30 20.30	21.43 21.43	22.56 22.56	
Kashitwa Siding	W A D	4.15 4.25	5.34 5.44	7.28 7.38	9.32 9.52	12.7 12.17	15.78 15.28	17.1 17.11	20.1 20.13	22.16 22.26	24.21 24.31	26.26 26.36	28.31 28.41	30.36 30.46	32.41 32.51	34.46 34.56	
Kebamba Siding	A D	4.40	6.9	8.3	10.17	12.36	15.53	17.32	20.46	23.20	25.54	28.28	31.02	33.76	36.50	39.24	
Katondo Siding	A D	6.20 6.28	7.38 7.46	8.56 9.04	10.28 10.36	12.47	16.4	17.43	20.57	23.31	26.05	28.79	31.53	34.27	37.01	39.75	
Walamba Siding	A D	8.8 8.8	9.25 9.25	10.47 10.47	12.11 12.11	13.10 13.10	14.29 14.29	15.48 15.48	16.67 16.67	17.86 17.86	19.05 19.05	20.24 20.24	21.43 21.43	22.62 22.62	23.81 23.81	25.00 25.00	
Mwenge Siding	A D	5.27 5.01	7.24 7.24	9.10 9.10	11.29 11.34	13.40 13.40	17.0	18.38	21.45	22.13	23.50	26.37	29.24	32.11	34.98	37.85	
KAPULUPULA	W A D	5.30 5.49	7.38 7.48	9.24 9.34	11.48 12.8	13.53 14.3	17.14 17.24	18.51 19.6	22.27 22.38	24.6 24.7	27.93 28.04	30.26 30.37	33.59 33.7	35.92 36.03	39.25 39.36	42.58 42.69	
Chitwa Siding	A D	6.3 6.3	8.9 8.9	9.58 9.58	12.29 12.29	14.21	17.45	19.53	23.7	25.5	29.2	32.9	36.6	40.3	44.0	47.7	
Choubwa Siding	A D	6.32	8.22	10.8	12.42	14.33	18.6	19.38	23.70	25.5	29.2	32.9	36.6	40.3	44.0	47.7	
Chikulusha Siding	A D	6.23	8.35	10.29	13.0	14.45	18.19	19.42	23.33	25.6	29.5	33.4	37.3	41.2	45.1	49.0	
Munkahutwe Siding	A D	6.38	8.43	10.47	13.28	15.9	18.95	20.10	23.51	25.4	29.8	33.7	37.6	41.5	45.4	49.3	
BWANA MUKUBWA	A D	6.53 6.56	9.23 9.28	11.9 11.13	13.50 13.58	15.28 15.31	19.7	20.20	24.41	26.48	30.6	34.7	38.8	42.9	47.0	51.1	
Aerodrome Siding	D																
NDOLA	W A D	7.15 8.58 10.02	9.50 11.13 12.17	11.35 12.15 13.19	14.20 15.15 16.19	16.50 17.13 18.17	19.35 20.12 21.16	21.0 22.11 23.15	23.0 24.11 25.15	25.0 26.11 27.15	27.0 28.11 29.15	29.0 30.11 31.15	31.0 32.11 33.15	33.0 34.11 35.15	35.0 36.11 37.15	37.0 38.11 39.15	39.0 40.11 41.15

our route now turns to the north east, a direction that today's Cape-to-Cairo route maintains all the way to Dar es Salaam 2,510 km (1560 miles) away. The country, which is generally a plain at an altitude of about 4,000 feet (1300 metres) is fairly easy for both railway construction and railway operation. There is little in the way of intermediate traffic and, although there are many sidings to negotiate, these are just safeworking places. We meet a train, at every 2nd or 3rd place. They are all mineral trains, heading for Beira.

We progress this way through 4 pages of the WTT and throughout the long day and into the evening, when we at length reach Lusaka at 8:47 p.m. Lusaka was expanded in 1905 by European settlers at the site of a village named after the village headman *Lusaaka*. Due to its central location, in 1935, it replaced Livingstone as the capital of Northern Rhodesia. After the federation of Northern and Southern Rhodesia in 1953 (the year of our travel), it was a centre of the civil disobedience movement that led to the creation of the independent state of Zambia in 1964. Its population is currently about 1.2 million people, but at the

time of our trip, it was much smaller and we do not pause here for long.

At 25 minutes after midnight on day 3, we

finally pull into Broken Hill, the major destination of our fellow travellers. It is a mining town and has always been a major attractor for the railway. We are here for an hour and a quarter and, when we pull out, we are much diminished in size.

Kapiri Mposhi is our next major destination— but really only from the eyes of a post-1970s traveler, for it was here that the Tazara railway to Dar es Salaam was later to branch off. This small town is 692 miles from Bulawayo. As we have more than 20 years to wait for a connection, we are going to stay on board all the way to Ndola, the centre of the copper belt and close to the Congo border. In Northern Rhodesia, the copper mines are deeper and poorer than are those in the Congo, so production is smaller. These mines have nevertheless required the construction of a small local network to remove the copper to the south. The Copperbelt reaches into the Katanga province of the Democratic Republic of Congo with mines at Lubumbashi and further north-west. The current ZR network connects to Sakania. At one time the Lubumbashi line connected to the Benguela Railway through Angola to Lobito Bay on the Atlantic, but this line has not operated since the 1970s, having been largely destroyed by the Angolan civil war.

Were we to follow Rhodes' death-bed dream, we would change here for a train that took us into the depths of the Congo and then up and over the Congo-Nile divide into the Sudan. Optimistic lines for this railway were drawn on the maps—the South African Railways even ran its own Cape-to-Cairo trip through the Congo and published a timetable for it. It is still talked about, but such a railway will never exist. Instead, we will dawdle in this equable part of the world until the Chinese arrive to build the TanZam Railway.

