



The Times

December 2007

A journal of transport timetable history and analysis

TABLE MOUNTAIN TO

THE SPHINX AND PYRAMIDS . . .



CAPE^{TO}
CAIRO

The Times

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On the front and rear covers

One of the finest Art Deco train timetables ever produced? This is the South African Railways timetable booklet for its Cape to Cairo overland journey, dating from a period in the 1920s it seems. It is not clear whether the service shown in the booklet ever actually operated and, if it did, for how long. It was a 3-month journey and must have cost a fortune.

The timetable shown on page 19 is a “one of a kind”- or perhaps that should be “one of two of a kind”. For Easter and Christmas 1965, the Victorian Railways produced pocket holiday train timetables, which showed all services over the relevant holiday period. They were a type of “ABC timetable” and seem to have been modeled on the preliminary pages of the Holiday Working Time Table. They showed trains by district, listed in order of departure from Spencer St or Flinders St stations for Down trains and by order of departure from the return stations for Up services. There are many interesting services shown in the two timetables, especially those which only ran once or twice per year. These were the days on which up to 9 (nine!) standard gauge services might run to Sydney and when one could hop on a through train to places normally only served by connecting railcar, such as Serviceton, Hamilton or Maryborough. In those days, Jack McLean, the founder of the AATTC, organised train-watcher's nights at Spencer St, complete with spirit-duplicated blank timetables for the masses gathered on the Platform 1 over-bridge to fill out details thereupon. Nothing like that happens any more. The Public Time Tables were an experiment, which does not appear to have been repeated after 1965, although Holiday WTTs continued to appear for many years and, in fact still exist in the form of substantial volumes of the *Staff Reference Timetable*. Our illustration shows the rear and front cover of an opened PTT. The timetables were obviously rather too long to fit comfortably in a pocket or purse.

Contributors Geoff Lambert, Victor Isaacs, Santa Claus

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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Down the Nile to Cairo

We are on the last lap now—the hardest and most circuitous—but it's all downhill.

In the October issue, we had arrived at the forlorn town of Pakwach, once both a railhead and a port of call for river steamers. We will make our onward journey from Pakwach as hard as possible in order to maximise our time on rail and to avoid road. We *could* take a beeline for Cairo by river, or cross the desert to the railhead at Wau in Sudan on a truck, but we choose to get to Wau down the Nile to Malakal and then back up a meandering tributary. From Wau (or Wāw), it will be train nearly all the way to Cairo.

The missing rail link

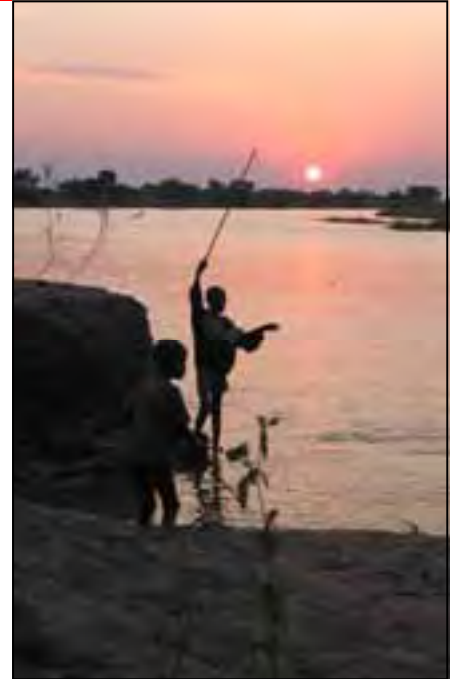
It seems like a pipe-dream—it probably is a pipe-dream—but recent events speak enthusiastically of connecting Uganda and Sudan by rail. In 2005, sources in Sudan said that construction of the new southern extension railway was to begin in January 2006. The line was to be built from Wāw south-eastwards to Juba (about 500kms), thence eastwards via Torit to the Kenyan border near Kapoeta (a further 250kms). This would be known as Sudan-East Africa Railway, the intention being to extend eventually by way of Lokichoggio and Rongai to join the main Kampala - Mombasa route "pending a decision from the Kenyan authorities". A German entrepreneur, Klaus Thormaehlen was in the country and was expected to hold consultations with top government officials and Kenya Railways management. He estimated the

construction of the ambitious railway line would be completed in four years. In June 2006, following a visit by Chinese Prime Minister Wen Jiabao to Kampala, it was announced that China will finance the building of the Pakwach-Juba link. The German consortium is expected to win the deal to build the proposed Sh237 billion railway.

Alternatively a line could be constructed from Juba southwards along the White Nile to connect with the Ugandan system at Pakwach, about 150km. Freight would have to be transhipped because Uganda uses the 1000mm gauge, unlike Sudan's 1067mm gauge. Sudan talks of converting to 1435mm gauge, so it may be wise to make the new line gauge-convertible.

By ferry to Juba

In times past a ferry operated between Pakwach and Nimule in Sudan, but it has proved impossible to find a timetable for this service. As recently as the late 1950s, this service was run by East African Railways and Harbours paddle steamer the *Lugard II*. The piers at Pakwach, Nimule and the famous intermediate spot of Rhino Camp, appear in the station list of the 1952 East African Railways and Harbours Working Time Table. Rhino Camp on the River Nile was an important cotton port. Stern wheel paddle steamers, in a manner reminiscent of the great US river steam



boats, propelled lighters laden with raw cotton from other ports on the Albert Nile to the ginnery at Rhino Camp (pictures page 4, 6).

A ferry service also operated from Nimule (which is in the southernmost Sudan) to Juba, but again no timetable can be found and indeed, there are those who say that the river was "commercially unnavigable" on this stretch

Sudan

By the time we have reached Juba, we have crossed the border into Sudan, largest nation on the continent. It has been said that the plains of Sudan rival those of Serengeti, but to most people Sudan is known for its human misery, famine and warfare. Indeed, it has also been said that warfare was invented in Sudan some 12,000 years ago. In no country on Earth have transport systems been so focussed on military outcomes—from the campaign of General Gordon, through to the conflict in Darfur.

The Nile River is still a vital waterway for the transportation of people and goods in Sudan, especially in the flood season when motor transport is not feasible. Most of the towns in Egypt and Sudan are situated on or near riverbanks. River steamers still provide the only means of transport in most of the area, especially south of latitude 15° N, where motor transport is not usually possible from May to November.

Page 5.		STEAMERS			
KOSTI — JUBA		JUBA — KOSTI			
Rail connection		Nairobi K.U.R.....	dep.	10.20	Monday
Khartoum	dep.	Road Motor			
Kosti	arr.	Nimule	dep.	12.00	Saturday
KOSTI	dep.	Juba	arr.	16.30	"
MALAKAL	arr.	JUBA	dep.	5.30	Sunday
JUBA	arr.	MALAKAL	arr.	16.30	Wednes.
Road Motor		KOSTI	arr.	20.30	"
Juba	dep.	Rail connection			
Nimule	arr.	Kosti	dep.	13.00	Saturday
Nairobi K.U.R.....	arr.	Khartoum	arr.	2.50	Sunday

KOSTI—WAU		WAU—KOSTI					
(July-October approx.)							
Up Stream			Down Stream				
KOSTI	dep.	10.00	1st day	WAU	dep.	12.00	1st day
MALAKAL	arr.	3.15	4th "	MESHRA ER REQ	dep.	5.00	7th "
	dep.	8.15	" "	MALAKAL	arr.	6.35	9th "
WAU	arr.	12.00	14th "	KOSTI	dep.	11.35	9th "
					arr.	7.40	11th "

Dates of Sailings will be published later
 During the Wet Season the upstream Service does not call at Meshra er Req.



Before the development of the existing road network, water transport was virtually the only means of moving from the north-west to the south of Sudan. Steamer service on the Nile and its tributaries extended for about 2,400 miles. The services were run by stern-wheel river steamers of shallow draft. The main service was from Kusti to Juba. There were also seasonal and subsidiary services on the 287-kilometer Dunqulah reaches of the main Nile, on the Blue Nile, up the Sobat to Gambela in Ethiopia, and up the Al-Ghazal River in the high-water season. At one time, transport services were provided on tributaries of the White Nile (the Bahr al Ghazal and the Jur River) to the west of Malakal. These services went as far as Waw but were seasonal, depending on water levels. They were finally discontinued during the 1970s because vegetation blocked waterways, particularly the fast-growing water hyacinth

Steamer services were operated after 1973 by the parastatal (mixed government and privately owned company) River Transport Corporation (RTC). Before that they had been run by the SRC, essentially as feeders to the rail line. River cargo and passenger traffic varied from year to year, depending in large part on the availability and capacity of transport vessels. During the 1970s, roughly 100,000 tons of cargo and 250,000 passengers were carried annually. By 1984, before the Southern Reach was closed, the number of passengers had declined to fewer than 60,000 per year and the tonnage to less than 150,000.

By 1983 only two sections of the Nile had regular commercial transport services. The more important was the 1,436-km stretch of the White Nile from Kusti to Juba, known as the Southern Reach. Virtually all traffic, and certainly scheduled traffic, ended in 1984 when the Sudan Peoples Liberation Army consistently sank the exposed steamers from sanctuaries along the river banks. River traffic south of Kusti had not resumed in mid-1991 except for a few heavily armed and escorted convoys. Although no statistics were available, the closing of the Southern Reach had made river traffic insignificant by 1990.

On our journey, we travel downstream from Juba to Malakal by means of the Juba-Kosti steamer. It takes 6 days for the entire trip and the "junction" at Malakal is about half-way. The timetable for this leg

appears on our page 3 and is taken from the Sudan Railways public timetable of December 15th 1957—part of the Kent Hannah collection.

Kosti-Waw

The timetable for the Wau ferry service is also shown on our page 3, wherein it can be seen that the journey took some 14 days, 10 of which were spent wandering through the marshes south-west of Malakal. The *Journal of the Africa Society*, published the following account of a trip on this service in 1923.

Friday 24th: Malakal at sunset- a perfect sight. A still Nile, flowing past, carrying islands of grass and 'sudd' on its surface. The sun behind low black clouds under the horizon. Fast colours on the water. Greens, ultramarines, yellows, violets, of silky texture. Then a native canoe, with bow and stern-paddler shoots out from the bank into midstream, and stops, and floats. The ripples widen, and it is silhouetted in a patch of green-blue wa-ter against the remnant glow of the sun. A skein of geese, and then duck fly over the western horizon. Slowly the evening falls, and the colours fade and deepen into blue, bluer, black. The night deepens quickly, and soon all is dark with above the scintillating stars. Then the mosquitoes start to bite!

Sunday 26th: The river has been very narrow today, and meandering along, we have frequently bumped with banks turning corners. Progress consequently v slow. We covered many miles by river, but very few by land because of these meanders. We reached at 3 o'clock a place with the delightful name of Yoynyang! An hour later (a mile by land, 4 by river) we reached Bentiu, district H.Q., and at the same moment along came the D.C., Rae, so he came to drinks on board, and we went to dinner at his house.

Monday 27th: What a sunset tonight! It had been a grey day, and there were very



heavy black clouds towards night. But in the west, a sudden window seemed to be torn in the clouds right along the river (we had stopped at a wood station), and the sun, on the horizon, shone forth. To right and left was blackness of clouds, but on us, and above, were shafts of yellow light. It was a sunset of black and yellow. It lasted about 10 minutes and then the clouds closed down. The reflection on the still river was so beautiful, shimmering lights of yellow and blue-black, that I could not look away. I saw several white-eared cob during the day, and Crested Cranes. We are progressing on, and will reach Lake Ambadi tomorrow. I saw two monster crocodiles this morning. One lying sluggishly and bloatedly on the bank – an easy shot. The other was gliding lazily on the water, and was a monstrous size.

Thursday 30th Today we twisted ourselves up the Jur River. We spent 4 hours over a crow-flying distance of 4½ kilometres, but I suppose this was trebled by corners. We then spent 3 hours over about ½ a kilometre. All hair-pin bends, which the barges were too long to cope with without endless juggling of wires and ropes. Tugs hooted and roared. So did sailors and 'ra'ises'. All v funny. I spent most of the day shrivelled in the sun on the roof, taking compass bearings of the few trees which are to be seen in order to complete a new map, which I was also checking. I have to get all



Train de Luxe of Sudan.

the names of all these various clumps of trees too, so have a Dinka local and an interpreter aboard, who joined us at the change-over. Evening deafening with the croaking of frogs, zinging of insects and rushing of fans (in an endeavour to keep cool.) The whole Jur River and Marshes are swarming with bitterns.

Friday, October 1st: Evening again. We have finished with the Narrows, and are now in an open River, very nice, with grass and parkland beyond. Except for fish-eagles, naked Dinka, hippopotami, etc it might well be Norfolk! We should arrive at Ghabat el Warrana late tonight, where we must change steamers again.

On the 3rd: we got to Gogrial in the steamer. The river seemed to get broader and broader on the way up. It was about 200yds wide at Gogrial instead of 10yds in the narrows! Extraordinary. Gogrial was lovely. A delightful little new house on the River bank, which pleased me not a little. My few sticks of furniture and luggage inside, and being done up. The river was right up to the bank, and the house looked as if it might flood quite easily! A sort of garden is laid out; a bath is there, though not yet installed. Nyinakok, the Wood Station, next day. We disembarked, and I found myself sitting on a Minor Court for 2 Effendis, 'eating' Government money. After lunch, as Jack had slight fever, and wife in Wau, we motored in by lorry. Attractive road, and over ferry to Wau.



A map of the route from Shellal, in Egypt, to Nimale, on the Sudan - Uganda border. It was printed on the back of the menu cards used in the Sudan Railways steamer's dining room (1945).

Railways in Sudan

The foundation of the present Sudan railway system was laid at Wadi Halfa. From it a military railway was originally constructed along the east bank of the Nile to Sarras, later to Akasha and then to Kerma, a navigable part of the Nile some 200 miles south of Wadi Halfa itself. This railway was ultimately abandoned barely ten years after its inauguration in 1875. General Gordon's garrison had fallen in the Jihad and it would be another decade before the British regained control and railway building could recommence.

The second railway was also strictly military in purpose. Between 1896-98, General Kitchener's forces pushed south, constructing first a 315-km line along the Nile to Kerma, at the Third Cataract, then a 600-km line through the Nubian Desert to Atbara, and finally a 320-km extension to Khartoum. With the defeat of the Mahdi's followers, Sudan was left with a unique railway system which, though valuable as a line of military communication, was quite unsuitable as a main artery of trade.

Starting in the north below the Second Cataract at Wadi Halfa, the 2nd line was 1,600 km from the mouth of the Nile and nearly 500 km from the Red Sea. Traffic moving to Sudan from Egypt involved trans-shipment from standard-gauge rails to river transport, then back to 1067-mm gauge rails in Sudan—an expensive and time-consuming process. Clearly, a connection from the Nile Valley to the Red Sea was needed and the old caravan road between Suakin on the coast and Berber on the Nile offered a ready-made route. In 1905 this line was completed and as such it marked the beginning of non-military rail development in Sudan — the 'third phase', described by Leo Weinthal in *The Story of the Cape to Cairo Railway*:

It may be said that the story of railway building in Sudan falls into three main periods. First, the period of failure, when great schemes were conceived and initiated, only to be abandoned either for financial or political reasons. Secondly, the period of conquest, when railway building and military operations were mutually dependent and mutually essential; and thirdly, the period of development which followed upon the re-establishment of order and settled government.

Many questioned the logic which led to the building of railways across trackless deserts—seemingly from one mirage to another, but "Development" was the catchword and the opening of the Suakin line from the Red Sea stimulated later expansion in southern Sudan. In earlier days this line from Suakin was part of yet another military venture and was notable for the fact that the builders laid it with a gauge of 1435 mm. General Sir Gerald Graham



built the short, 30-km line inland from the coast early in the campaign to relieve Khartoum. But it was too late and, after continual harassment by Dervishes, the line was dismantled and the locomotives returned to England in 1885. However, it was the beginning of the Red Sea connection and when construction was resumed early in the 1900s, the old standard-gauge formation was utilized, though soon afterwards a more favourable site for a harbour was discovered 45 km to the north. In 1906 a new line was built to this site, later known as Port Sudan, and eventually the original line to Suakin was abandoned.

Rail development in the south began in earnest in 1909 when the main line was extended along the Blue Nile to Sennar, and in 1912 was continued westwards and across the White Nile to El Obeid. Soon before the outbreak of World War I, a short 10-km branch was built from Sennar to Makwa to carry material for the Sennar Dam on the Blue Nile, after which construction projects ceased for nearly ten years.

As if to make up for this static period, in the early 1920s new lines were proposed rapidly and the most ambitious idea actually came to fruition. This was an 850-km line from Haiya Junction on the Port Sudan-Atbara line, south through Kassala into the cotton-growing Gash area, on across the Atbara River on a seven-span 1663m bridge, and finally running across the Sennar Dam wall to Sennar. Begun at the north end in 1920, the line was completed by 1929. Passing close to the borders of Eritrea and Ethiopia, it was to have considerable strategic value several years later with the outbreak of World War II.

A final burst of railway activity began in 1952 when a new line was opened south from Sennar along the Blue Nile for 220

km to Roseres, site of yet another Nile dam. Then, from 1956 to 1961, some 1000 km of new line were opened in the south-west — extending from Er Rahad and forking, one prong running west towards the Chad border and the other south towards the Zaire and Uganda borders, terminating at Wau.

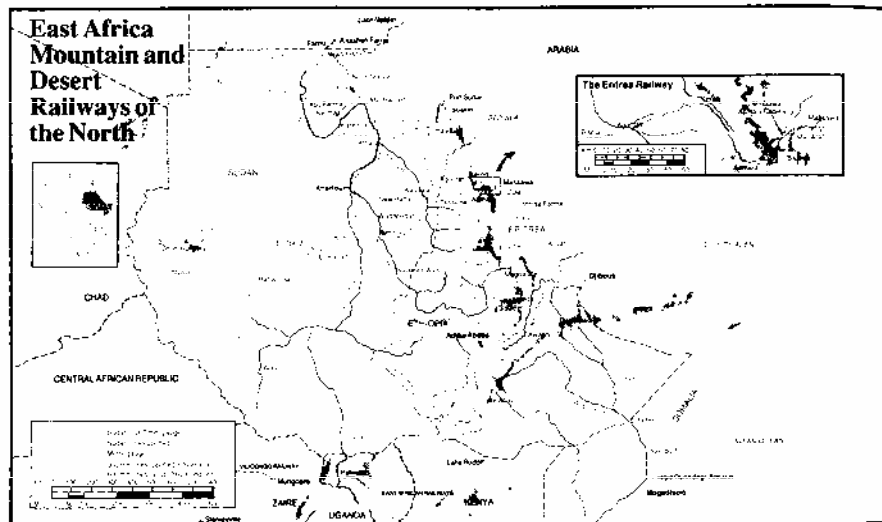
The Wau Express

I could not find a timetable for the train to Wau, which has not run for many years. The timetable shown here is taken from a Cooks Overseas Timetable of 1986 and shows only the "main line" service through the junction at Babanusa. Locally-produced Public Timetables for railways in the Sudan are exceptionally hard to find and Working Time Tables don't seem to have survived, although they probably once existed, given that the Sudan Railway was 'British' for a long time.

The following report of a 1980 trip "upstream" on the "Wau Express" was written by David W. Bennett. From Babanusa to Khartoum took one day and a half.

The Wau (pronounced "wow") Express covers the 480 km of track between Babanusa and Wau, Sudan in a little over three days. "When," the reader may ask, "will I ever have to take the Wau Express?" The answer is probably never, unless you are prone to seasickness, detest mosquitoes and are in a "hurry" to get from Khartoum to Juba overland on the way to Nairobi. In that case, the two- to three-week riverboat journey up the Nile to Juba is out, and the Wau Express is for you.

My companion and I were lucky. The train was standing in the station, ready to go. It looked as if it were built about the same time as the railway, the early 1900s, and consisted of a steam locomotive and about 25 decrepit carriages. We were told it would leave in an hour's time, at 9 p.m. Feeling extravagant, we decided to splurge \$5 on a couple of second-class tickets (there was no first class that day). This entitled us to a comfortable reserved seat in a six-seat compartment. The compartment was empty when we boarded and, expecting the train to leave soon, we bedded down for the night, hoping that no one else would



enter. No one else did, but then, since the train was still sitting in the station the next morning, this was understandable. Around 7 a.m. eight Sudanese who also had the wisdom to travel second-class crowded into our compartment, and the train chugged out of the station.

Although initially annoyed about the overbooking of second class, we were pleased with our choice when we saw the conditions in the third and fourth classes. Third class consisted of a carriage filled with wooden benches. The benches were

jammed, and every square inch of floor space was also covered with squatting people and their luggage. The luggage racks were filled with children. Fourth class, a cattle car, was beyond description.

The corridors of the second-class carriages were crammed with people, making passage impossible. We were therefore forced to use the window to enter and exit our compartment. This would make it difficult to get to the dining car when the train was moving but, as the dining car was negligently attached to the train, it was of no great consequence. On the roof of the train there must have been about a thousand people. They were the lucky ones as far as space was concerned but that must have been outweighed by the intense heat of the day and the cold of the night. "Why are there so many people?" I asked my fellow passengers. I was told that the twice-weekly Wau Express was making its first trip in three weeks.

So the journey began. The train travelled very slowly to start with. Later we came to the bracing realization that it was travelling at the top speed: 12 km an hour. Every

SUDAN

Table 2705 KHARTOUM – KÖSTI – WÄW
Liab to alteration without notice

Time	123	123	123	086	1 067 m	123	123	123
W	W	W	W	W	W	W	W	W
0 003	1030	1200	1250	0	Khartoum Central	1030	0395	2700
1230	1715	2340	2340	274	dep. Wad Medani	0615	2055	202
14 300	2240	0330	0330	270	dep. Sennar Junction	0100	1715	2105
16 880		0555		336	dep. Singa		1345	
20 250		1120		497	arr. Ed Damazine		0800	
23 630	0230	0825		783	dep. Kösti	2035		1700
25 500	0500	1100		470	dep. Tandelen			1520
28 700	0710	1330		545	dep. Umm Rawaba			1340
33 550	1020	1540		605	dep. Er Rahad	1300		1150
37 400		1730		629	arr. El Obaid			2000
42 800	1605			750	dep. Abu Zubed	0640		
53 530	0300			883	dep. Babanusa	2310		
72 900	1030			1318	arr. Nyala	1000		
55 780				1008	dep. Muglac			
70 680				1280	dep. Aweile			
78 120				1397	arr. Wäw			

W—1st class, 2nd class and 3rd class *—Services temporarily suspended. Occasional services by truck — foreign nationals not permitted SRC—Sudan Railways Corporation.



25 km or so the train would stop at a station for an hour or two. This was so that the engine could be watered down and rested. Each time, many of the passengers would disembark. Fires were built, pots were produced, food cooked. Children and clothes were washed, and five times a day Mecca was faced in prayer. A quick blast of the whistle and the train was off again, with hundreds of people scrambling to get back on.

We actually welcomed these delays because they gave us the opportunity to stretch, cool down and go out for food and water. Water was usually available, but the choice of food was limited to boiled eggs, bananas and raw beans. These were sold by scores of vendors who would appear from nowhere at even the most remote of stations.

The junction for the western lines is at Sennar, near the famous Sennar Dam. At Sennar the main line turns sharply to the north and finally terminates at Khartoum. On to Khartoum the Sudan Railway runs for another 430 miles or so. The journey takes the traveller through a district called the "Gezira", an extensive and well-irrigated plain situated between the Blue and White Nile. On this plain, across which the railway line is laid, a fine quality long-staple cotton grows. The cultivation of this cotton is made possible only by water drawn from the dam at Sennar. On either side of the line, the traveller will have a splendid view of mile upon mile of green fields reaching to the horizon. This what it was like in the 1930s, anyway.

Khartoum to Wadi Halfa

We change trains and change railway stations at Khartoum, to catch a three days per week "Express Passenger" service to Wadi Halfa. Wadi Halfa is the northern Gateway to Sudan. Since the 1960s, it has been a port on the waters of the Aswan dam (Lake Nasser). The town, the capital of the Halfa Province, has played an important part in the modern history of Sudan. In 1896 an expedition under Lord Kitchener fought its way south, while Wadi Halfa served as his base.

By the 1930s, the journey to Wadi Halfa was carried out in trains specially built to protect passengers from the heat of this torrid region, where sun-blinds can never

be drawn up, and where the rain falls for no more than a total of five hours in one year. In the well-furnished dining-saloon and the sleeping-car everything is arranged to keep the traveller as cool and comfortable as possible.

The timetable for this service (again from the Sudan PTT of 1957) is shown on this page of The Times. It is indeed an "Express" in that it takes a mere 25 hours to cover the 930 km. This is the "Train Deluxe of Sudan", shown on our page 4. In 1957, a Mixed train service made part of this trip at a speed scarcely less than that of the Express. The "Express" service still runs in 2007, although the time for it has blown out to 36 hours. The northbound train leaves Khartoum New Central station at 08:00 on the 1st and 3rd Monday of each month, arriving Wadi Halfa at 22:30 on Wednesday. The train is slow, old and

basic. 1st class fare is reportedly around SD 4,500 (£10).

Two hundred miles from Khartoum, the capital of the Sudan, the train reaches Atbara, where the river of that name joins the Nile. The town of Atbara forms also a railway junction for an important line branching off to Port Sudan on the Red Sea. Downstream from Atbara, pleasant villages and strips of cultivated land glide past the window until we reach Abu Hamed—still on the winding banks of the Nile. Here we leave the river, which makes a 400 mile deviation to the west. The train now enters the Nubian desert and for 200 miles there is nothing but vast stretches of sand, relieved only by rocks until, at length, we arrive at Wadi Halfa. The twice-monthly train connects with the Nile steamer at Wadi Halfa.

Page 1 TRAINS

KHARTOUM to ATBARA, KARIMA, WADI HALFA, SHELLAL & CAIRO

	EXPRESS PASSENGER	MIXED	MIXED	EXPRESS MIXED
KHARTOUM C. dep.	7.00 Sun. Wed. Fri. ^x	9.55 Sun. & Wed.		7.40 Sun. Tues. & Thur
Shendi	11.35 " " "	15.28 " " "		13.10 " " "
Ez Zeidab.....	14.11 " " "	18.31 " " "		16.06 " " "
Ed Damer.....	14.39 " " "	19.05 " " "		16.48 " " "
ATBARA..... arr.	15.00 " " "	19.27 " " "		17.10 " " "
..... dep.	15.40 " " "	20.10 " " "	11.00 Wed. only	17.55 " " "
Berber	16.32 " " "	21.25 " " "	12.15 " " "	To
ABU HAMED..... arr.	21.33 " " "	4.00 Mon. Thurs.	18.55 " " "	Port Sudan
Abu Hamed .....	.....	4.55 " " "	19.50 " " "	
Karima .....	.....	13.50 " " "	4.50 Thurs. "	
ABU HAMED..... dep.	22.05 " " " ^x	Conveys 1st., 2nd.	Conveys 3rd and	
WADI HALFA..... arr.	8.10 Mon. Ths. Sat.	3rd & 4th Class	4th Class	
		Passengers.	Passengers	
Faras	10.00 " " "	Intermediate		
..... dep.	12.00 " " "			
WADI HALFA dep.	10.30 " " "	13.00 Thurs.		
SHELLAL..... arr.	10.30 Tues. Fri. Sun. ^x	9.00 Sat.		
SHELLAL..... dep.	16.45 Tues. Fri. Sun. ^x	16.30 Sat.		
CAIRO..... arr.	8.45 Wed. Sat. Mon	8.00 Sun.		

Table 2690

SADD EL ALI – WADI HALFA

NVRTC

O.W.		585	
Eg. £	12		12
1 cl.	ⓧ	km	ⓧ
0.00	1600A	0	0800C
36.00	0800C	380	1600A
		dep. El Sadd el Ali (Aswan) arr.	
		arr. Wadi Halfa dep.	

NVRTC—Nile Valley River Transport Corporation.



Ferry service Wadi Halfa-Aswan

The first Aswan dam was built at the *First Cataract* on the Nile in 1899 (the *Aswan Low Dam*). It was later raised and, in 1960, replaced by the *Aswan High Dam*, 6 km upstream. Upstream from the First Cataract there were two more cataracts; they were the main reason for the "short cut" railway across the Nubian Desert. The High Dam holds back 111,000 gegalitres of water, some 30 times that held by Australia's biggest dams.

In the days before the dam, ferry service plied the river itself, downstream from the First Cataract. Since the dam first began to fill, ferry services have plied its more placid surface as far as the dam wall. A timetable for such a service is shown on our page 7. This is taken from the November-December 1986 Thomas Cook Overseas Timetable. It would seem from the latest "Cookbook", that you can't get to there from here anymore, because only the service to from Aswan to Abu Simbel is shown as a ferry. This place was the site of one of UNESCO's first big projects, wherein the famous temples were jacked up out of the rising waters of the dam; the natural approach to them is now by water.

Egypt and its railways

The history of Egypt is the longest continuous history as a unified state of any country in the world. The Nile valley forms a natural geographic and economic unit, bounded to the east and west by deserts, to the north by the sea and to the south by the Cataracts. The need to have a single authority to manage the waters of the Nile led to the creation of the world's first state in Egypt in about 3000 BC. Egypt's peculiar geography made it a difficult country to attack, which is why Pharaonic Egypt was for so long an independent and self-contained state.

The Hyksos were among the earliest foreign rulers of Egypt, but the ancient Egyptians regained control of their country after the Hyksos period. The Neo-Assyrian Empire also controlled Egypt for a while before native Egyptians regained control. Once Egypt did succumb to foreign rule, however, it proved unable to escape from it, and for 2,400 years, Egypt was governed by a series of foreign powers: the Persians, Macedonians, Romans, Byzantines, Arabs, Ottomans and British. During these 2,400 years, Egypt was independently governed under the Ptolemies, Ikshshidids, Fatimids, Ayyubids, Mamluks and Muhammad Ali. The founders and rulers of these governments, however, were not native to Egypt. A railcar, provided for one of these rulers in the nineteenth century is shown on page 9.

When Gamal Abdel Nasser (President of Egypt, 1954-1970) remarked that he was the first native Egyptian to exercise sovereign power in the country since Pharaoh Nectanebo II, deposed by the Persians in 343 BC, he was only exaggerating slightly.

Table 2663

CAIRO - LUXOR - ASWAN

	159	81	983	975	979	981	777	999	833	993	91	85	89	87	977	991	165	163	869		
El Sadd el Ali..... dep.	23	23	12+	12+	12+	12+	23	23	23	2	23	12+	12+	12+	12+	23	23	2+	84/5-	1, 2 cl. and X.	
Aswan..... dep.																			86/7-	1, 2 cl., X and lounge car	
Kom Ombo..... dep.						0515			0530		1015	1445	1650	1745						Cairo-Aswan and v.v.; 1, 2 cl	
Edfu..... dep.						0615			0653		1153	1752								Cairo-Luxor and v.v. and X.	
Esna..... dep.						0731			0845		1345	1907								88/9-	1, 2 cl., X and X.
Luxor..... dep.	0415	0425	0515			1014			1242	1510	1719	1930	2124	2222						163/4-	Alexandria-El Sadd el Ali and v.v.
Qus..... dep.	0507	0521	0620						1332	1550	1811		2203								
Qena..... dep.	0605	0639	0704			1126			1433	1638	1856		2246	2336							
Nag Hammadi..... dep.	0729	0850	0815			1232			1638	1805	2013		2358								
El Balyana..... dep.	0820	1003	0906						1749	1857	2107		0049								
Girga..... dep.	0842	1035	0928			1332			1823	1930	2131		0111								
Sohag..... dep.	0937	1147	1022			1424	1440		1943	2050	2229		0210		0340	0430					
Asyut..... dep.	1205	1337	1134		1515	1545	1642	1825	2230	2258	0032		0342		0555	0624	0440	0727	0853		
Dairut..... dep.		1438					1756	1914	2340	0001								0618	0829		
Mallawi..... dep.		1503			1617		1825	1934	0008	0021	0142		0447					0730	0856	0958	
Abu Kerkas..... dep.		1532					1857		0033	0058								0757	0925		
El Minya..... dep.	1348	1556	1311	1450	1704	1728	1921	2016	0059	0125	0228		0535		0735	0804	0822	0950	1046		
Maghagha..... dep.		1707		1600	1755		2031	2120	0211	0236	0326		0630					0931	1043	1141	
El Fashn..... dep.		1726		1619			2050		0230	0255								0950			
Beni Suef..... dep.	1525	1809	1446	1658		1903	2133	2210	0313	0338	0421		0722		0914	0939	1033	1133	1231		
El Wasta..... dep.	1602	1842		1732			2209		0349	0414	0452		0752					1110	1203	1302	
Cairo Main..... arr.	1730	2010	1635	1910	2025	2055	2335	2400	0535	0600	0620	0645	0920	0950	1100	1130	1310	1330	1430		

† - Air-conditioned.
 ◇ - Air-conditioned.
 X - Passengers for Luxor or Aswan must travel by train 84 or 86.

Trains.		MINIA—LUXOR																
STATIONS	430			434			504			94			480			528		
	Regular Pick-up Goods Minia—Assiut Daily, Saturdays excepted 40 Kiloms.			Conditional Direct Goods Minia—Sohag 40 Kiloms.			Conditional Direct Goods Minia—Sohag 40 Kiloms.			Passenger Minia—Mallawi 1, 2 and 3 class 60 Kiloms.			Conditional Direct Sugar empty Bulak—Luxor 40 Kiloms.			Conditional Goods Minia—Sohag 40 Kiloms.		
	arr.	pass. or shunt	dep.	arr.	pass. or shunt	dep.	arr.	pass. or shunt	dep.	arr.	pass. or shunt	dep.	arr.	pass. or shunt	dep.	arr.	pass. or shunt	dep.
Minia* Station (Class 4)			5.15			6.30			10.30			12.30			1.30			3.00
Beni-Ahmed									10.34			12.34			1.34			3.04
Marouah									10.42			12.42			1.42			3.12
Abu-Kerkar									10.51			12.51			1.51			3.21
Elfidan									11. 5			13. 5			2. 5			3.30
Sidi-Ahmed H.									11.15			13.15			2.15			3.40
Abou-Junction									11.23			13.23			2.23			3.48
Mallawi*									11.32			13.32			2.32			3.57
El-Azma H.									11.40			13.40			2.40			4.05
Deir-Moza									11.48			13.48			2.48			4.13
El-Garf H.									11.56			13.56			2.56			4.21
Abou									12. 2			14. 2			3. 2			4.29
Sohag									12.10			14.10			3.10			4.37
Nazdi-Ghandi									12.18			14.18			3.18			4.45
Beni-Korra*									12.26			14.26			3.26			4.53
Beni-Shakir H.									12.34			14.34			3.34			5.01
Maafat									12.42			14.42			3.42			5.09
Bowafka									12.50			14.50			3.50			5.17
Beni-Hassan									12.58			14.58			3.58			5.25
Almaghar									1. 0			15. 0			4. 0			5.33
(Class 1)									1. 6			15. 6			4. 6			5.39
Assiut* Station (Class 3)			8. 0			10.25			4.37			6.11			8.55			10.45
Sidi-B.P.						10.34			4.45			6.19			9.03			10.53
Marouah						10.42			4.53			6.27			9.11			11.01
Askur H.						10.50			5.01			6.35			9.19			11.09
Abou-Taj						10.58			5.09			6.43			9.27			11.17
El-Nakheh H.						11. 2			5.17			6.51			9.35			11.25
Sofia						11. 8			5.25			7.03			9.43			11.33
Abou-Elbas H.						11.16			5.33			7.11			9.51			11.41
Teim*						11.24			5.41			7.19			10.03			11.51
Medha						11.32			5.49			7.27			10.11			12.03
Tah						11.40			5.57			7.35			10.19			12.11
Awana H.P.						11.48			6.05			7.43			10.27			12.19
Marouah						11.56			6.13			7.51			10.35			12.27
Marouah						12. 0			6.21			8.03			10.43			12.35
Marouah						12. 6			6.29			8.11			10.51			12.43
Marouah						12.14			6.37			8.19			11.03			12.51
Marouah						12.22			6.45			8.27			11.11			12.59
Marouah						12.30			6.53			8.35			11.19			13.07
Marouah						12.38			7.01			8.43			11.27			13.15
Marouah						12.46			7.09			8.51			11.35			13.23
Marouah						12.54			7.17			9.03			11.43			13.31
Marouah						13. 0			7.25			9.11			11.51			13.39
Marouah						13. 6			7.33			9.19			12.03			13.47
Marouah						13.14			7.41			9.27			12.13			13.55
Marouah						13.22			7.49			9.35			12.23			14.03
Marouah						13.30			7.57			9.43			12.33			14.11
Marouah						13.38			8.05			9.51			12.43			14.19
Marouah						13.46			8.13			10.03			12.53			14.27
Marouah						13.54			8.21			10.13			13.03			14.35
Marouah						14. 0			8.29			10.23			13.13			14.43
Marouah						14. 6			8.37			10.33			13.23			14.51
Marouah						14.14			8.45			10.43			13.33			14.59
Marouah						14.22			8.53			10.53			13.43			15.07
Marouah						14.30			9.01			11.03			13.53			15.15
Marouah						14.38			9.09			11.13			14.03			15.23
Marouah						14.46			9.17			11.23			14.13			15.31
Marouah						14.54			9.25			11.33			14.23			15.39
Marouah						15. 0			9.33			11.43			14.33			15.47
Marouah						15. 6			9.41			11.53			14.43			15.55
Marouah						15.14			9.49			12.03			14.53			16.03
Marouah						15.22			9.57			12.13			15.03			16.11
Marouah						15.30			10.05			12.23			15.13			16.19
Marouah						15.38			10.13			12.33			15.23			16.27
Marouah						15.46			10.21			12.43			15.33			16.35
Marouah						15.54			10.29			12.53			15.43			16.43
Marouah						16. 0			10.37			13.03			15.53			16.51
Marouah						16. 6			10.45			13.13			16.03			16.59
Marouah						16.14			10.53			13.23			16.13			17.07
Marouah						16.22			11.01			13.33			16.23			17.15
Marouah						16.30			11.09			13.43			16.33			17.23
Marouah						16.38			11.17			13.53			16.43			17.31
Marouah						16.46			11.25			14.03			16.53			17.39
Marouah						16.54			11.33			14.13			17.03			17.47
Marouah						17. 0			11.41			14.23			17.13			17.55
Marouah						17. 6			11.49			14.33			17.23			18.03
Marouah						17.14			11.57			14.43			17.33			18.11
Marouah						17.22			12.05			14.53			17.43			18.19
Marouah						17.30			12.13			15.03			17.53			18.27
Marouah						17.38			12.21			15.13			18.03			18.35
Marouah						17.46			12.29			15.23			18.13			18.43
Marouah						17.54			12.37			15.33			18.23			18.51
Marouah						18. 0			12.45			15.43			18.33			19.03
Marouah						18. 6			12.53			15.53			18.43			19.11
Marouah						18.14			13.01			16.03			18.53			19.19
Marouah						18.22			13.09			16.13			19.03			19.27
Marouah						18.30			13.17			16.23			19.13			19.35
Marouah						18.38			13.25			16.33			19.23			19.43
Marouah						18.46			13.33			16.43			19.33			19.51

High Dam	Stations	dep arr/	21		853 FX	7	855	9	857	11	13	15	859
0	High Dam	dep	4:10			6:45		9:30		14:10	16:00	19:15	
	el-Sidaqa	dep	4:26			7:00		9:45		14:25	16:15	19:31	
	Kima	dep	4:30			7:05		9:50		14:30	16:20	19:35	
	Sheikh Harun	dep	4:36			7:11		9:56		14:36	16:26	19:41	
19	Aswan	arr	4:40			7:15		10:00		14:40	16:30	19:45	
		dep			6:15		7:40		14:15				20:10
51	Abu el-Rish (Qibli)	dep			6:26		7:51		14:26				20:21
	Shadida	dep			6:31		7:56		14:31				20:26
	Khatarra	dep			6:36		8:01		14:36				20:31
	el-A'aqab (Qibli)	dep			6:42		8:07		14:42				20:37
	el-A'aqab	dep			6:48		8:13		14:48				20:43
	el-Ja'afira	dep			6:57		8:22		14:57				20:52
	el-Rataj	dep			7:01		8:26		15:01				20:56
	Balana	dep			7:07		8:32		15:07				21:02
	Salam (Nubiya)	dep			7:11		8:36		15:11				21:06
	56	Daraw	dep			7:15		8:40		15:15			
Shatab el-Balad		dep			7:21		8:46		15:21				21:16
64	Kum Ombo	dep			7:27		8:53		15:27				21:47
	Raghama	dep			7:35		9:00		15:35				21:55
	Jebel el-Salsala	dep			7:43		9:08		15:43				22:03
80	Kalabsha	dep			7:49		9:14		15:49				22:09
	Kajuj	dep			7:59		9:21		15:56				22:16
	Sayid Sa'id	dep			8:02		9:27		16:02				22:22
	Salwa	dep			8:07		9:32		16:07				22:27
	Ja'afar el-Sadiq	dep			8:15		9:40		16:15				22:35
	el-Rumadi	dep			8:20		9:45		16:20				22:40
	el-Siraj	dep			8:26		9:51		16:26				22:46
	Tunab	dep			8:29		9:54		16:29				22:49
	Radasiya	dep			8:33		9:58		16:33				22:53
	Fawza	dep			8:38		10:03		16:38				22:58
122	Edfu	arr			8:45		10:10		16:45				23:05

were employed on this service; the passengers, however, travelled in rough horse-drawn carriages.

In 1851 the then Khedive of Egypt, Abbas I, anxious to encourage traffic by this important overland route, entered into negotiations with Robert Stephenson for the construction of a railway from Alexandria to Cairo. This was the first railway on the African continent, and the first section begun in 1852 was opened to Kafr-el-Zayat in 1854; a further section throughout to Cairo was opened two years later.

The line from Cairo southwards was next undertaken; by 1874 it was completed as far as Assiut, a large town on the banks of the Nile, about 230 miles from Cairo. Luxor, 340 miles from Cairo, was reached in 1898, the Nile having been crossed again at Nag-Hamadi.

Kena, a town some miles north of Luxor, was the southern limit of the State Railway system, and the line from Kena to Aswan (or Assuan) was built by the Kena-Aswan Railway Company, a private enterprise. The section between Kena and Luxor was built to the standard gauge, and that between Luxor and Aswan to a gauge of 3 ft. 6 in. The Luxor-Aswan line was connected with the early military narrow-gauge line from Aswan.

In 1898, at the close of the final Sudan campaign, the railway from Luxor to Shellal was absorbed into the State railway system. It was converted to standard gauge in 1926. The line beyond Aswan, to Shellal now lies under the waters of the dam. Beyond Shellal to the limit of Egyptian territory at Wadi-Halfa, about 200 miles farther the country is desert, with innumerable valleys separated from one another by granite ridges running at right angles to the route which the railway would have to follow, thus making railway construction on this length too difficult and too costly to be practicable.

In the early 20th Century, the *Sunshine Express*, a luxury train composed of restaurant and sleeping cars, took passengers to Upper Egypt in a single night, and Abydos, Dendera, Thebes, Karnak. Luxor, Edfu, and Aswan became familiar names to the British. Combined tickets between Cairo, Luxor, Aswan, and Shellal, including fares and sleeper and hotel accommodation, were issued at cheap rates during certain months. There were three trains a day in either direction between Cairo and Luxor, the journey of 340 miles taking about twelve hours. To Aswan and Shellal, there were two trains a day in either direction which covered the distance of 480 miles in about seventeen hours

Rail service is still a critical part of the transportation infrastructure of modern Egypt but of limited service for transit. In 2005 ENR operated 5,063 km of rail using standard gauge of 1435 mm. Most of the rail system is still focused on the Nile delta with lines essentially fanning out from Cairo. In addition, there is a line to the west along the coast that eventually could link to Libya (as it did during World War II). From Cairo goes the major line south along the left bank of the Nile to Aswan.

The vast majority of engines are diesel-driven. Sixty-three km are electrified, namely commuter lines between Cairo-Helwan and Cairo-Heliopolis. While ENR purchases engines and rail abroad, passenger wagons are built and refurbished in Egypt by the Société Générale Egyptienne de Matériel de Chemins de Fer (SEMAF). Cargo volume transported by ENR is about 12 million ton annually.

ER is the backbone of passenger transportation in Egypt with 800 million passenger miles annually. Air-conditioned passenger trains usually have 1st and 2nd class service, while non-air-conditioned trains will have 2nd and 3rd class. Train fares in commuter trains and 3rd class passenger trains are kept low as a social service. The Alexandria-Cairo-Luxor-Aswan link is served daily in both directions by air-conditioned

High Dam	Stations		851 FX	853				847	857			
122	Edfu	dep	5:00	9:10				14:15	16:47			
	Atwani	dep	5:05	9:15				14:20	16:52			
	Dumariya	dep	5:10	9:20				14:25	16:57			
	Kalah	dep	5:18	9:28				14:33	17:05			
	Phosphate Junction	dep	5:24	9:34				14:39	17:11			
	el-Muhameed	dep	5:29	9:39				14:44	17:16			
154	el-Khawa el-Gedida	dep	5:36	9:46				14:51	17:23			
	Saba'iyia	dep	5:44	9:54				15:00	17:30			
	Sharawina	dep	5:49	9:59				15:05	17:35			
	Ragih Island	dep	5:55	10:05				15:12	17:41			
174	Kalabiya	dep	5:59	10:09				15:15	17:45			
	Esna	dep	6:09	10:19				15:24	18:44			
207	el-Deir	dep	6:14	10:24				15:29	18:49			
	el-Muta'ina	dep	6:20	10:30				15:35	18:55			
	Nag'a Abu Sa'id	dep	6:29	10:39				15:44	19:04			
	Ma'la	dep	6:35	10:45				15:50	19:10			
	Shaghab	dep	6:41	10:51				15:56	19:16			
	Adisat	dep	6:47	10:57				16:02	19:22			
	Armant	dep	6:52	11:02				16:07	19:27			
	Nag'a el-Gusur	dep	6:56	11:06				16:11	19:31			
227	el-Tud	dep	7:00	11:10				16:15	19:35			
	el-Wihda	dep	7:04	11:14				16:24	19:39			
	el-Baghdadi	dep	7:09	11:19				16:24	19:44			
	Rudwaniya	dep	7:13	11:23				16:28	19:48			
	Luxor	arr	7:20	11:30				16:35	19:55			

sleeper trains of *Abela Egypt*. This service is especially attractive to tourists who can spend the night on the train as it covers the stretch between Cairo and Luxor. ENR serves a number of places by bus services including Abu Simbel (bus/ferry), Sharm el Sheik, Siwa oasis, and Hurgada.

Most of the Egyptian railways were built when the country was under British domination and so their operations were closely modelled on British practice. This influence extends to timetables, both Public and Working, though old versions of either are hard to find. Timetables from different eras illustrate the trip from Aswan to Cairo. On our page 9 is an extract from a Egyptian Railways Supplement to the Working Time Table of November 1st 1929, to take effect for eight months from 1st April 1930. This period is probably related in some way to the annual ebb and flow of the Nile. Next is a modern Public Timetable, issued in Excel spreadsheet for the service down-river from Aswan as far as Luxor (our pages 10-11.)

We started our journey from Cape Town in luxury on the *Blue Train* and now we are finishing it likewise, but we have travelled most of it surrounded by decrepitude and decay. In our modern icily-cold air-conditioned train, we hardly notice that we are running alongside a river which itself runs through a desert. The present-day journey is mostly overnight, anyway. To match the atmosphere of most of our journey, we really ought to catch a slower non-air-conditioned day-time train—perhaps one like that shown in the WTT on page 9. It is all downhill of course, though the

grades are low, matching those of the river. The line never strays far from the river and crosses it once, at Nag-Hamadi.

Cairo at last! A fabled city for thousands of years. The station at El Qahira marks the end of our journey although, if we were minded of it, we could catch a further train until we could at last stand on the shores of the Mediterranean after having travelled from sea to sea. But, that was not what beckoned Rhodes and we ought therefore be content to detrain at his dream palace, the ultimate destination of his *Cape to Cairo Railway*.

The End of the Line.

When we arrive in Cairo, we have covered some 10,500 km, 9,000 of it by rail and the balance by ferry. It was never really possible to do the journey we have described in this series—and never fully by rail—because few of the links and services ever existed at the one time. Cecil Rhodes, dream was never realised and, in all probability, never will be.

Rhodes' idea of a Cape to Cairo journey will probably never die, however. Over the years many have striven to make it come true by offering services that cover at least part of his dream trip, though few of them have focussed entirely on rail. In 2002, the well-known novelist and travel writer, Paul Theroux published an account of a south-bound journey over Rhodes' route as *Dark Star Safari*. In 2007, a Cape to Cairo trip is still offered by tour companies.

After all these vicissitudes, it comes as a surprise that a Cape to Cairo journey,

largely by rail, was organised by South African Railways in the mid twentieth century. Even more surprising is that a timetable for it survives and our pages 12 and 13 show two of the pages from it. This lavish production, whose covers are reproduced on our own covers, again comes from the collection of Kent Hannah.

It was a remarkable 3-month trip but, whether it was a regular event, a 'once-off' or a 'never-was' is a little unclear. It largely follows Rhodes' original conception, which therefore takes it well to the west of most of the journey which we have undertaken— in particular it is routed through the Belgian Congo, rather than through Tanganyika and Kenya.

Passengers travelled by rail on the following sections (map on our rear cover):

Cape Town—Bukama
Kigoma—Mwanza
Khartoum—Wadi Halfa
Aswan-Cairo

There was also a 20-day "side trip by motor car" into Kenya and Uganda, finishing up at Juba in Sudan. Most of the rest of the trip was by lake or river steamer.

That would have been the journey of a lifetime.

The research for this series of articles was based upon hundreds of sources, many of which have been quoted without attribution. I am particularly grateful to Kent Hannah, editor of the NAOTC's *Timetable Collector*, for the supply of some rare and beautiful items.

Day	Time	Arrive or Depart	Particulars
Tue. 23rd day			Free for independent sightseeing.
Wed. 24th day	9.00 a.m. 9.45 a.m. 8.30 p.m.	dep. arr.	Transfer to station. Bulawayo. Victoria Falls and stay at Victoria Falls Hotel. <i>All sightseeing here is done independently on foot or by trollies provided by the hotel management. Trips up the Zambesi River arranged by Chief Dining Room Steward.</i>
Sun. 28th day	6.40 a.m.	dep.	Victoria Falls.
Mon. 29th day	7.50 a.m.	arr.	Sakania, Belgian Congo customs station, where passports are examined and certificates of health must be produced.
	8.45 a.m. 4.15 p.m.	dep. arr.	Sakania. Elisabethville. Transfer to and stay at Hotel du Globe.
Tues. 30th day		}	At Elisabethville.
Wed. 31st day	8.30 p.m. 9.00 p.m.			dep.
Thu. 32nd day	4.30 p.m.	arr.	Bukama. Walk to river steamer opposite train and embark.
Fri. 33rd day	10.00 a.m.	dep.	Bukama. Proceed down Lualaba River, the most picturesque route in Africa.
Mon. 36th day	3.00 p.m.	arr.	Kabalo. Remain on board river steamer until next morning. Early breakfast, then walk to train about fifty yards from steamer.
Tue. 37th day	7.00 a.m. 6.00 p.m.	dep. arr.	Kabalo. Lunch is served at the C.F.L. rest camp at Niunzu. Albertville. Walk to and stay at Hotel du Lac.
Wed. 38th day	5.00 p.m. 6.00 p.m.	dep.	Walk to docks and embark on lake steamer. Albertville.
Thu. 39th day	7.00 a.m.	arr.	Kigoma. Transfer to Stanley Hotel. An automobile drive may be taken to Ujiji.
	8.50 p.m.	dep.	Kigoma by train (Tanganyika Railways).
Fri. 40th day	12.20 p.m.	arr.	Tabora. Walk to and stay at Railway Hotel. It is well worth while during the stay at Tabora to hire a motor car and visit the bazaars and native town.
Sat. 41st day	11.35 p.m.	dep.	Tabora by train.
Sun. 42nd day	4.10 p.m.	arr.	Mwanza. Walk to and stay at the Victoria Nyanza Hotel.
Mon. 43rd day	5.00 p.m. 6.00 p.m.	dep.	Walk to docks and embark on lake steamer. Mwanza by lake steamer.
Tue. 44th day		}	En route via Bukoba, Bukakata, Entebbe and Port Bell, for Kampala.
Wed. 45th day			
Thu. 46th day	9.00 a.m. 1.30 p.m.	arr. dep.	Kisumu. Lunch on steamer. Kisumu by train.
Fri. 47th day	3.15 p.m.	arr.	Nairobi. Transfer to and stay at New Stanley Hotel.
Sun. 49th day			By private automobile on twenty-day tour, 3,056 miles, through the most interesting parts of Kenya and Uganda and the Belgian Congo, including the active volcano country, Lake Kivu, the Ituri Forest (home of the pygmies) and the gold-mining areas of Moto and Watsa. First day: via Limuru, the Escarpment overlooking the Great Rift valley, past Lake Naivasha, Lake Elementeita to Lake Nakuru, visiting lake for close-up view of millions of flamingo, thence through to Molo. Stay overnight.
Mon. 50th day			Continue on to Eldoret, crossing the Equator at Timboroa (9,300 feet). Lunch at Eldoret. Thence to Kamoria to view Elgeyi Escarpment, the most impressive section of the Rift Valley. Return to Eldoret for the night.
Tue. 51st day			Continue via Kavirondo Native Reserve to Kakamega, the centre of the Kenya gold-fields. Visit to gold mine if desired. Lunch at Eldorado Hotel. Thence through Kavirondo Reserve via Mumuis and Busia into Uganda to Tororo. Stay overnight.
Wed. 52nd day			Continue through Eastern Uganda to Jinja on Lake Victoria. Stay at Jinja Hotel.
Thu. 53rd day			Continue to Kampala, the capital of Uganda. Stay at Imperial Hotel. Local sightseeing in the afternoon.
Fri. 54th day			Drive to Entebbe and local sightseeing. Stay at Imperial Hotel, Kampala.

Day	Time	Arrive or Depart	Particulars
Sat.	55th day		Continue drive to Masaka. Visit Lake Nabugabo, where part of the Trader Horn film was shot. Stay over at Masaka.
Sun.	56th day		Continue drive through delightful scenic country to Kabale. Stay overnight.
Mon.	57th day		At Kabale. Visit Lake Bunyoni and the volcanic mountains.
Tue.	58th day		Continue drive into Belgian Congo over a beautiful mountain pass to Lake Kivu. Stay overnight.
Wed.	59th day		At Lake Kivu. Visit places of interest in the district. Fine views of the active volcanoes available at night.
Thu.	60th day		Continue drive through Rutchuru, National Park Albert, the Kabasha Escarpment and Lubero Mountains. This is a very fine day's run, passing boiling sulphur springs with a visit to the hot pools inhabited by hippos. The country over this section is alive with wild animals and the scenery equals the finest alpine scenery.
Fri.	61st day		To Irumi through Beni and the famous Ituri Forest, the home of the pygmies. Stay at Irumi.
Sat.	62nd day		Continue drive to Bunia and neighbourhood for native study—duck-billed women. Return to Irumi. Stay overnight.
Sun.	63rd day		Proceed to Efulu. Stay at Putnam Camp. Mr. Putnam, an American naturalist, has made a life study of this part of the Congo and can arrange hunting with the pygmies, dancing and other interesting native entertainments. He usually has a collection of animals peculiar to the Congo, including the little-known Okapi. The camp is a small furnished rest house situated on the banks of the Efulu River in the Great Ituri Forest.
Mon.	64th day		Spend morning at Putnam's Camp. In afternoon motor to Niania. Stay overnight.
Tue.	65th day		Continue to Wamba through the most magnificent tropical scenery in the world, taking in the Mangbetu tribe—Longheads. Members of the tribe bind the heads in infancy to give an unbelievably elongated skull.
Wed.	66th day		To Niangara. Magnificent scenery and native life.
Thu.	67th day		On the Faradje taking in the elephant farm at Gangal Nabodia.
Fri.	68th day		Continue to Juba. Stay at Juba Hotel.
Sat.	69th day		Free for rest at Juba.
Sun.	70th day	6.00 p.m.	Embark on Nile steamer.
Mon.	78th day	8.00 a.m. dep.	Juba by Nile steamer en route to Khartoum.
Tue.	79th day	3.45 p.m. arr.	Khartoum. Transfer to Grand Hotel.
Wed.	80th day		Free at Khartoum.
Thu.	81st day	8.00 a.m. dep.	Khartoum by train (Sudan Government Railways).
Fri.	82nd day	7.45 a.m. arr.	Wadi Halfa. Transfer to Nile steamer.
Sat.	83rd day	9.00 a.m. dep.	Wadi Halfa.
Sun.	84th day	1.30 p.m. arr.	Shellal. Transfer to train (Egyptian State Railways).
Mon.	85th day	3.00 p.m. dep.	Shellal by train.
Tue.	86th day	7.15 p.m. dep.	Luxor. Stay at Winter Palace Hotel.
Wed.	87th day	7.00 a.m. arr.	Free for independent sightseeing.
Thu.	88th day		Motor excursion to the West Bank and to the Temple of Koorneh, Thebes, and the Valley of the Kings, visiting the various tombs, including that of Tut-Ankh-Amen. Visit the Temple of Deir-el-Bahree and the Rameseum. Lunch at the Anglo-American Nile Rest House. After lunch continue drive to the Temple of Medinet-Habu and the Tombs of the Queens. Return via the Colossi of Memnon.
Fri.	89th day		By car to the wonderful ruins and Temple of Karnak, returning to hotel for lunch. After lunch walk to and visit the Temple of Luxor, thence to the Luxor town and bazaars.
Sat.	90th day		Free for independent action.
Sun.	91st day	6.30 p.m. dep.	Transfer to station.
Mon.	92nd day	7.15 p.m. dep.	Luxor by train.
Tue.	93rd day	7.00 a.m. arr.	Cairo. Transfer to and stay at the Continental-Savoy Hotel. Free for rest of day.

Last train to Mangoplah

What happened to all those timetables of all those lines that once existed, still exist or never existed? **GEOFF LAMBERT** examines the situation, mostly in NSW



SHEEP graze on the platform (left) and, five miles up the line, the railway station site at Birdlip has been turned into a Landcare reserve where chocolate lilies grow amidst the white box trees (right). The last train beyond Mangoplah ran in 1952, when a bushfire closed part of the The Rock to Westby line. In 1956, the remaining section was closed. The last timetable, from 1952, is shown on our page 15.

There are many “timetable-less” railway lines like that to Westby scattered throughout NSW and indeed all over Australia. The Westby line shares with only 7 other NSW lines the distinction that it has been closed formally.

For our purposes, the timetables of “timetable-less” lines fall into 4 classes:

“Dead”: the timetables have vanished because the railway has been legislated out of existence.

“Ghost”: where the railway exists on paper but not on the ground.

“Absent”: where trains still run, but no timetables for the line can be found.

“Empty”: where timetables can be found, but which never contain any train times.

From very early days until 1917, railways in NSW were constructed by the Public Works Department, which handed them over to the railways to run the services. Each railway originated in an Act of Par-

liament; each of these Acts in turn arose from recommendations of a Parliamentary Select Committee. Because each Act was the only progenitor of a railway line, only the repeal of a particular Act could cause the railway line to go out of existence. The only Railway Closure Act ever passed in NSW was that for the Dorrigo line.

The New South Wales Railways had considerable management leeway in running its system to the extent that they could in theory allow parts to physically vanish—but they could not banish them legally. This changed after 1917, when the Railways themselves became the constructing authority, with power also over closure. They henceforth exercised this freedom regularly—the Ballina line being a prime example of a line that came and went within two decades and without legal strings attached. It was one of the few. The Westby line, also built post-1917, was another, slightly longer-lived, example.

In Victoria, similar impediments seem to have existed. The extract from a 1973 North Eastern District WTT on our page 18 shows that lines could exist in a variety of guises. They might have ‘cancelled’ services, ‘suspended’ services, ‘discontinued’ services or be ‘closed’. References like this appeared in VR WTTs for decades and the Eastern District WTT came to contain a whole page of them. It is unclear whether these distinctions were a legal necessity or just an idiosyncrasy. It is interesting that the cur-

rent VicRoads’ *Country Street Directory of Victoria* still shows all the railway lines with their original legislated names, such as the *Warrenheip to Gordons Railway*, for that section which the VR always called its *Western Line*. This is another indication of the perpetual nature of railways in their neonatal—and apparently immortal—state.

The chart on page 15 shows the official length of the railway network in NSW. The numbers from which the chart has been constructed have been taken from various sources, but mostly from railway Annual Reports. Apart from the fact that the numbers beyond 1990 become a bit wobbly (more due to carelessness or lack of knowledge on the part of the statisticians I suspect), the chart shows how the NSW system has never really shrunk. This is in marked contrast to similar charts for other Australian networks. In reality, a chart of “lines opened and operated”, would have started declining slowly in about 1950, steepened dramatically in the 1980s and now be down to about half the maximum reached.

The map on page 16 shows the status of all lines in NSW and is taken, with permission, from Rolfe Bozier’s astounding NSW railway web site at <http://www.nswrail.net/index.html>. It is animated and in colour (and should appear soon on the AATTC web-site at www.aatc.org.au), with formally closed lines in grey, ‘ghost’ lines in red and

THE ROCK—WESTBY.

Mile-post mileage from Sydney.		DOWN.	3		UP.	4	
			Mixed.			Mixed.	
m.	c.		Wednesdays		Wednesdays.		
341	75	THE ROCK††† ...dep.	a m 10 48	WESTBY*††† ...dep.	p m 2 40		
347	24	Birdlip** {	arr. 11 2	Pulletop* {			
		dep. 11 12	Service Temporarily suspended.	Burrandana** {			
352	62	Mangoplah** {		arr. 11 26	dep. 11 41		
		dep. 11 41		Burrandana** {			
		arr. 11 59		dep. 12 09			
360	23	Burrandana** {		Mangoplah** {			
		arr. 12 09		dep. 12 15			
363	46	Pulletop* {		Birdlip** {			
367	49	WESTBY*††† .....arr.	12 38	THE ROCK††† ...arr.			

No. 3 Mixed connects at The Rock with No. 7 Mail and No. 36 Riverina Express.

No. 4 Mixed connects at The Rock with No. 8 Mail and No. 15 Riverina Express.

Nos 3 and 4 Mixed Trains work all stations and sidings between The Rock and Westby, and are allowed 8 minutes each to shunt Pulletop.

Camurrah-Weemelah
Casino-Murwillimbah
Dubbo-Coonamble
Koorawatha-Greenethorpe
Moree-North Star
Narrabri Jct-Walgett
Narromine-Cobar
Nevertire-Warren
Queanbeyan-Michelago
Temora-Lake Cargelligo
Ungarie-Naradhan
West Wyalong-Burcher
Yanco-Willbriggie

Although these lines (part of the 'Country Regional Network') do not appear in the Working Time Tables, they do sporadically appear in what ARTC-NSW calls *Special Train Advices*—rarely to schedule a train but only to notify a "possession", as shown at the bottom of page 17. On the rare occasions where train times appear, it is for special passenger trains such as those run by the Lachlan Valley Railway (page 18). ARHS trains on the Michelago line once appeared in the NSW State Rail Authority WTT, but they disappeared when the ARTC took over.

Empty timetables

NSW seems to have no empty timetables nowadays and indeed never seems to have had them. They are common elsewhere in Australia and, of course, practically the whole of the rail network in the USA has "empty timetables". The example shown on page 18 is from a 1991 Westrail WTT, for the Great Southern Railway.

The never were

There is another class of railway for which timetables *never* existed, because the railways were never finished and, in some cases, never even started. They do, however, exist in the same sense that the ghost railways exist and, in some cases, physical signs of them can be found on the ground. The latter include:

(Continued on page 18)

'absent' and 'empty' lines in green, along with 'really and truly' open lines.

NSW lines which have been officially closed include:

Batlow-Kunama
Booyong-Ballina
Campbelltown-Camden
Glenreagh-Dorrigo
Maitland-Morpeth
Richmond-Kurrajong
Roslyn-Taralga
The Rock-Westby

In the 21st Century, the "Disused Lines" in NSW include:

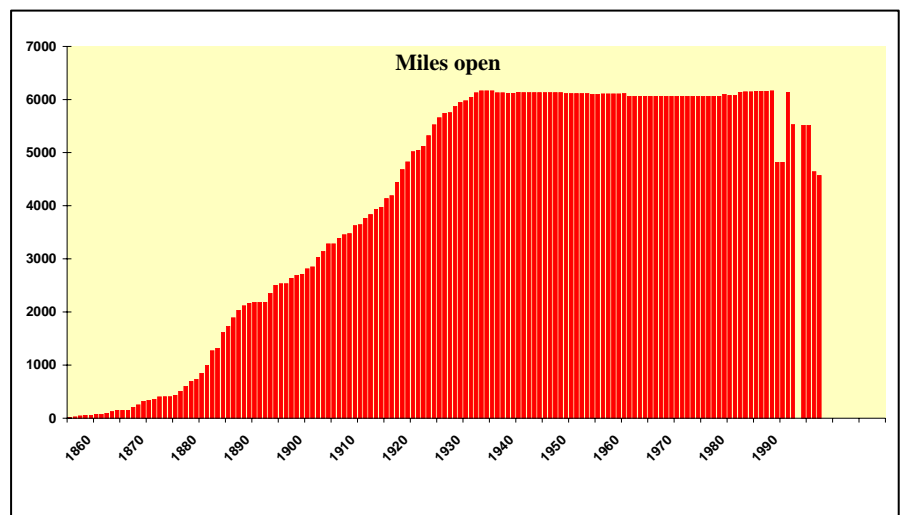
Biniguy-Inverell
Boree Creek-Oaklands
Bungendore-Captains Flat
Byrock-Brewarrina
Cootamundra-Batlow
Cowra-Eugowra
Craboon-Coolah
Culcairn-Corowa
Culcairn-Holbrook
Dumaresq-Wallangarra
Galong-Boorowa
Goulburn-Crookwell
Greenthorpe-Grenfell
Henty-Rand
Hillston - Roto
Matakana-Mt Hope
Merrywinbone-Pokataroo
Michelago-Bombala
Molong-Dubbo
Narrandera-Tocumwal
North Star-Boggabilla
Nyngan-Bourke
Richmond-Kurrajong
St Mary's-Ropes Creek
Tamworth-Barabra
Uranquinty-Kywong
Wagga Wagga-Tumburumba
Weemelah-Mungindi
Willbriggie-Hay

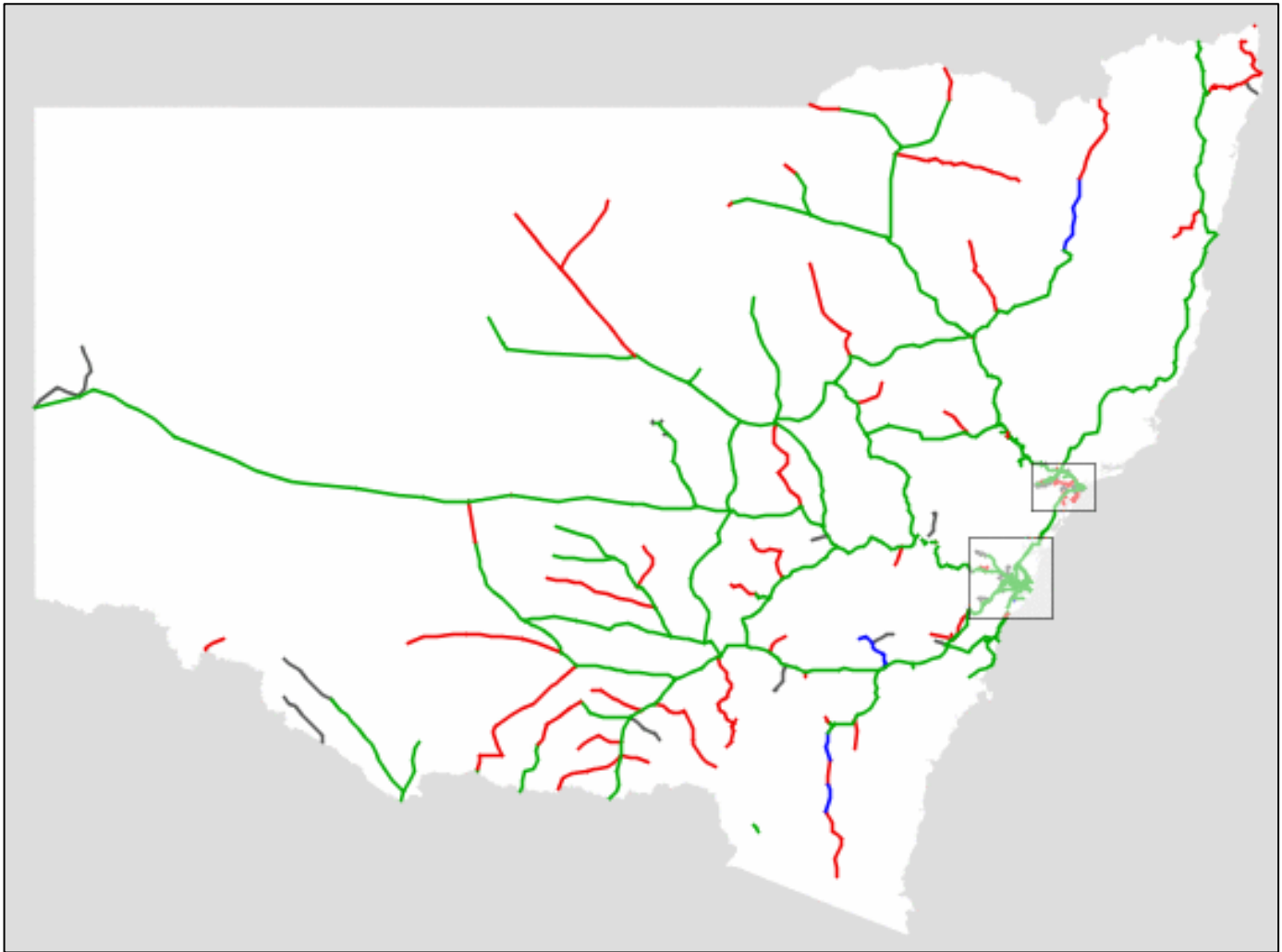
A number of other short lines and industrial branches (several in the Sydney suburban area) probably fit this description. Some others in this category, such as Canberra Junction-Canberra Civic may have existed for such a short time that they never appeared in any timetable at all. Several branches off the Tottenham line (to Caroline Mine, Iron Duke Mine, and the Mt Royal Smelters; map on page 17) existed for quite some time and were several km long, but no timetable which I can find seems to show that they *did* exist.

Absent Timetables

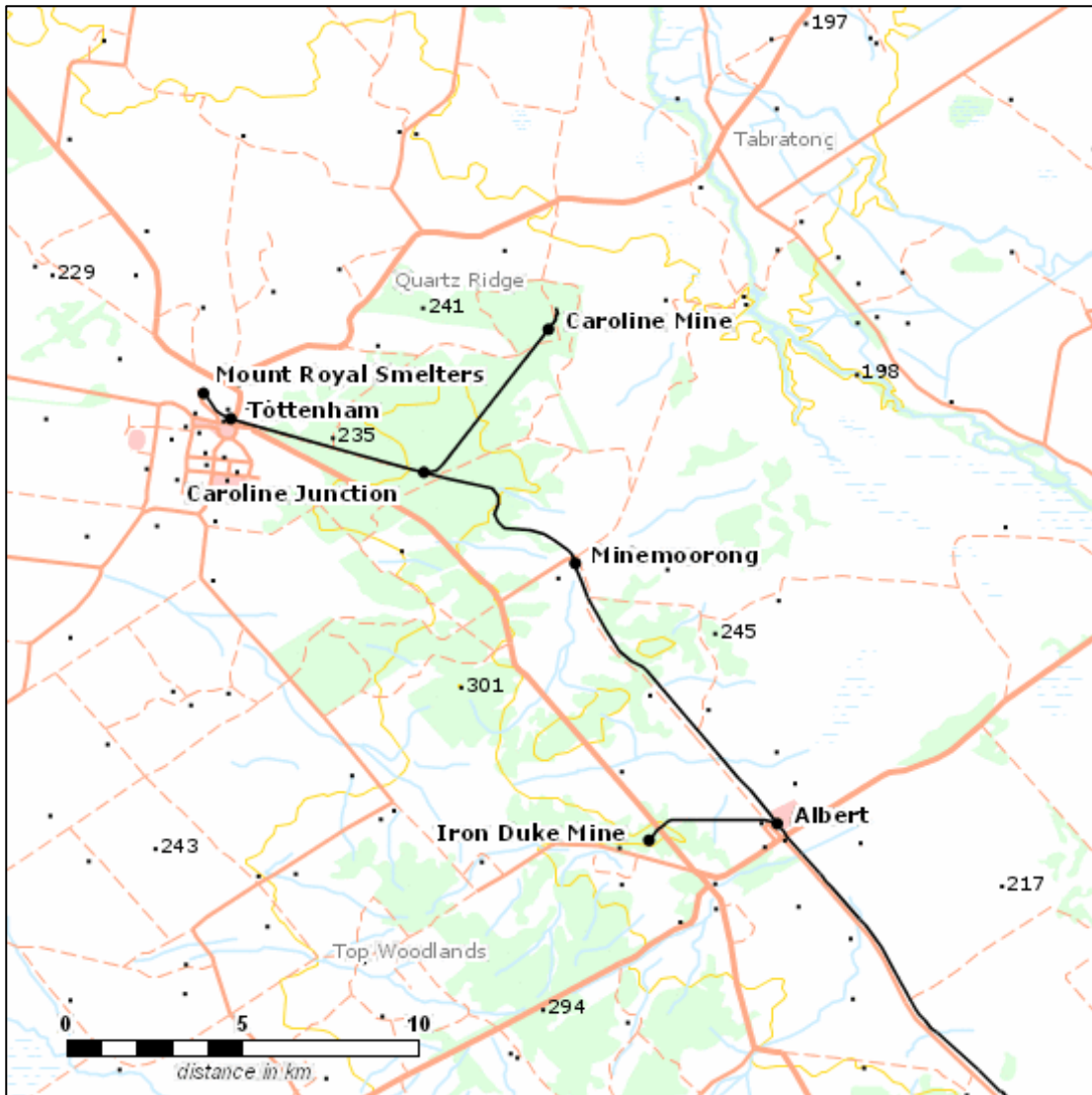
In NSW, lines on which trains theoretically run, but which now never appear in the working timetables include:

Armidale-Dumaresq
Baal Bone-Craboon
Barmedman-Rankins Springs
Binnaway-Gwabegar
Blayney-Demondrille
Bogan Gate-Tottenham
Burren Jct-Walgett
Burren Jct-Merrywinbone





34 DOWN		MUSWELLBROOK - ULAN - GULGONG - MERRYGOEN - DUBBO - BINNAWAY - GWABEGAR															
All Days	U295 Unit Coal	U295 Unit Coal	U295 Unit Coal	5375 Unit Bulks	U201 Unit Coal	U201 Unit Coal	U201 Unit Coal	U209 Unit Coal	8319 Unit Wheat	U245 Unit Coal	E265 Unit Ore	U273 Unit Coal	U273 Unit Coal				
Days	C MO	C Tu to Sat	C Sun	C M to Sat	C Sun	C MO	C Tu to Sat	C Daily	C Daily	C Daily	C Daily	C M to Sat	C Sun				
Muswellbrook †††	02 00	02 00 (14r)	02 00	03 23L (14r)	04 25 (9r)	04 25 (9r)	04 25 (9r)	06 40 (14r)	10 11 (13r)	14 00 (13r)	18 02 (8r)	20 20 (14r)	20 20 (14r)	.	.	.	
Denman	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Sandy Hollow †††G	03 00	03 00	03 00	04 10	05 20	05 20	05 20	07 40	11 10	15 00	18 57	21 20	21 20	.	.	.	
Merriwa	03 05	03 05	03 05	05 00X 07 30	05 23X	05 23X	05 23X	07 43	11 13	15 24X	19 00	21 25	21 25	.	.	.	
Kerrabee †††G	03 45	03 45 (6r)	03 45	.	06 03 (6r)	06 03 (6r)	06 03 (6r)	08 23	11 53	16 04	19 40	22 05	22 05	.	.	.	
Coggan Creek †††G	04 20	04 17	04 17	.	06 28X	06 30X	06 30X	08 28	12 22X	16 09	19 43	22 08 (11r)	22 08 (11r)	.	.	.	
Ulan †††G	05 03	05 01	05 01	.	07 11	07 14	07 14	09 14	13 13	16 53	20 38	23 03	23 03	.	.	.	
Ulan Balloon Loop	05 06	05 04	05 04	.	07 16	07 17	07 17	09 18X	13 16	16 56X	20 47X	23 06	23 06	.	.	.	
Gulgong †G	05 48	05 46	05 46	.	07 59	07 59	07 59	10 00	14 16	17 38	21 47	00 48	00 48	.	.	.	
Dunedoo †G	05 53	05 51	05 51	.	08 02	08 02	08 02	10 03	14 21	17 43	21 52	00 53	00 53	.	.	.	
Merrygoen †††G	06 00	05 57	05 57	.	08 08	08 08	08 08	10 09	14 21	17 49	21 52	00 59	00 59	.	.	.	
Elong Elong †††G	.	.	.	.	.	.	.	.	14 54	.	22 25	.	.	.	.	.
Troy Junction †††G	.	.	.	.	.	.	.	.	15 10X	.	22 32L	.	.	.	.	.
Dubbo †††	.	.	.	.	.	.	.	.	17 27	.	00 52	.	.	.	.	.
Binnaway †	.	.	.	.	.	.	.	.	18 30X	.	00 57	.	.	.	.	.
Coonabarabran †	.	.	.	.	.	.	.	.	19 40	.	02 05	.	.	.	.	.
Baradine †G	.	.	.	.	.	.	.	.	20 40	.	03 05	.	.	.	.	.
Gwabegar	.	.	.	.	.	.	.	.	21 45	.	04 15	.	.	.	.	.
Forms or Destination	U296	U296	U296	5376	U202	U202	U202	U210	21 50	U246	04 20	U274	U274				



**AUSTRALIAN RAIL TRACK CORPORATION LTD
TRAIN ALTERATION ADVICE NO. 0445-2007**

DUE TO THE FOLLOWING:

**NORTHERN PROGRAM AREA
BURREN TO MERRYWINEBONE
25th June to 28th June 2007**

APPROVED POSSESSION BOUNDARIES

	From	To	Boundary	Tracks	Boundary
1	0600 25/06/07	1800 28/06/07	Burren Clear of C Frame	Branch Line	Merrywinebone clear of Stop Block

The line will be closed due to bridge renewal



TRAIN ALTERATION ADVICE NO. TAA 005-2007

DUE TO THE FOLLOWING:

**LVR HERITAGE TRAIN
COWRA – STANFIELD - MANDURAMA -COWRA
26th JANUARY 2006**

THE FOLLOWING TIMETABLE WILL APPLY:

WR80 will depart Cowra 0830, arrive Carcoar 1030, a, depart 1110, arrive Stanfield (301.950km post) 1130, form WR81.

WR81 will depart Stanfield (301.950km post) 1135, arrive Carcoar 1155, a, depart 1210, arrive Mandurama 1225, form WR82.

WR82 will depart Mandurama 1230, arrive Carcoar 1245, a, depart 1310, arrive Stanfield (301.950km post) 1330, form WR83.

WR83 will depart Stanfield (301.950km post) 1335, arrive Carcoar 1355, a, depart 1410, arrive Mandurama 1425, form WR84.

WR84 will depart Mandurama 1430, arrive Carcoar 1450, a, depart 1510, arrive Stanfield (301.950km post) 1530, form WR85.

WR85 will depart Stanfield (301.950km post) 15435, arrive Carcoar 1555, a, depart 1600, arrive Cowra 1750, stable in Cowra Loco.

Consist: 2 x CPH Railmotor's
Crews to be supplied by Lachlan Valley Railway.

This has been entered into TRIMS

B Owens (08) 8217 4269

BENALLA-SPRINGHURST-WAHGUNYAH						
GOODS TRAIN SERVICE						
DOWN						
STATIONS			149 Goods Mon, Tue, Wed, Fri.			
BENALLA ES	dep.	..	a.m. 6 30-102	..	..	..
(See page 93 for Intermediate times)						
SPRINGHURST † ES	arr.	..	7 40-8	..	..	..
Lilliput NC	dep.	..	8 5	..	..	..
Rutherglen †	arr.	..	8 33	..	..	..
WAHGUNYAH †	dep.	..	8 58	..	..	..
	arr.	..	9 15	..	..	..
Up						
STATIONS			150 Goods Mon, Tue, Wed, Fri.			
WAHUNYAH †	dep.	..	a.m. 11 0	..	..	..
Rutherglen †	arr.	..	11 28	..	..	..
Lilliput NC	dep.	..	11 28, 117	..	..	..
SPRINGHURST † ES	arr.	..	11 48	..	..	..
(See page 94 for Intermediate times)						
BENALLA ES	dep.	..	p.m. 12 40	..	..	..
"	arr.	..	2 45	..	..	..
"	dep.	..	6 5	..	..	..
MELBOURNE YD...	arr.	..	a.m. Tue, Wed, Thurs, Sat. 12 10	..	..	..

Car Goods Service between Springhurst and Wahgunyah cancelled after 13/4/62. Sec's 55 4697, W.T.T. 28 62.

BENALLA-TATONG
The running of trains on the portion of the Tatong line beyond Caltex, BP, and Mobil Oil Sidings (Mileage 122 196 km) was discontinued on and after 1st July, 1947.

WANGARATTA-WHITEFIELD (2' 6" Narrow Gauge)
Line closed as from Monday, 12th October, 1953. W.T.T. 120/51.

WANGARATTA-PEECHELBA EAST

Down			Up		
STATIONS	77 Goods Alt. Mon. † (See Note)		STATIONS	72 Goods Alt. Mon. † (See Note)	
WANGARATTA ES	dep.	10 0	PEECHELBA EAST NC †	dep.	12 30
Bawzer ○ ES †	arr.	..	Boorhaman NC	arr.	12 48
"	dep.	10 10	"	dep.	1 8
Boorhaman NC	arr.	10 37	Bawzer ○ ES †	arr.	..
PEECHELBA EAST NC †	arr.	11 0	WANGARATTA ES	arr.	1 50

NOTE:—Service suspended during the period Tuesday 1st May 1973, until further notice.

Book 6 - Great Southern Railway - Part III Time Tables						
GNOWANGERUP BRANCH						
DOWN						
Km from Tambellup						
	TABLE 122					
38	Tambellup#	dep.				
	Gnowangerup#	arr.				
UP						
	TABLE 123					
	Gnowangerup	dep.				
	Tambellup	arr.				
The train service on this section operates as required according to seasonal demands and as issued by SPECIAL TRAIN NOTICE.						
NYABING BRANCH						
DOWN						
Km from Katanning						
	TABLE 126					
35	Katanning#	dep.				
61	Badgebup#	dep.				
	Nyabing#	arr.				
UP						
	TABLE 127					
	Nyabing	dep.				
	Badgebup	dep.				
	Katanning	arr.				
The train service on this section operates as required according to seasonal demands and as issued by SPECIAL TRAIN NOTICE.						
wrrs_NDDC						March 1991

Guyra-Dorrigo
Maldon-Dombarton
Gulgong-Maryvale
Casino-Bonalbo

Fans of the Bureau of Meteorology's rain radar web-site may have noticed that the Maldon-Dombarton line shows up on their radar maps and it has proved impossible to have it removed (I tried).

It might be thought to be drawing a long bow to include the *never weres* in this discussion, but the situation with the Sandy Hollow-Gulgong line proves that partially-built ghost railways can rise from the dead and acquire quite extensive timetables. The Ararat-Maryborough line in Victoria is a line that has pulled off this resurrection twice now and currently exists in some kind of limbo between "absent" and "ghost". In NSW, it was once reported that timetable modelling was done for the proposed Maldon-Dombarton 25kV electrified railway, as part of an attempt to relieve anticipated traffic bottlenecks on the Main Southern line. These would be interesting timetables to see but, for the moment, we can only show a page from the NSW State Rail Authority's WTT for the Ulan line, dated November 1986, about 4 years after the line had risen from the dead (page 16). I can find nothing earlier.

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*a special railway service for
tourists, holidaymakers and businessmen*

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IT'S AN IDEAL CHRISTMAS PRESENT TOO!

VICTORIAN RAILWAYS

CHRISTMAS AND NEW YEAR

1965-1966

Country Train Services

INCLUDING
WERRIBEE, HEALESVILLE AND STONY
POINT LINES.

This pamphlet gives particulars of trains departing and arriving Melbourne during the period Monday, December 13, 1965, to Monday, January 10, 1966, inclusive. Information in respect of Connecting Branch Line Services is also included.

Further details of the service shown herein may be obtained from the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne, Telephone 63-0202 or your local Railway Station.

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Victorian Railways Print.

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THIS YEAR

Make sure you

RAIL YOUR

Christmas

PARCELS

YOUR LOCAL STATIONMASTER
HAS A FULL LIST OF THE
SO-LOW RATES

THE OVERLAND ROUTE



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