The Times

January 2008

A journal of transport timetable history and analysis

Out with the old

In with the new

SPECIAL TRAIN NOTICE No. 472 (continued).

SPECIAL GOODS TRAIN (Worked by Diesel Electric Loco. No. 60), ENFIELD YARDS TO ALBURY.

	Thursday, July 10		Friday, July 11
	S73 Special Goods		S73 Special Goods
	a.m.		a.m.
Enfield Yards ..... dep.	9 5	Harden ..... dep.	9 30
Enfield North ..... "	9 20	Murrumburrah ..... "	9 36
Chullora Jct. ..... "	9 23	Demondrille ..... arr.	9 45
Sefton Park Jcts. ..... "	9 31	Nubba ..... "	10 2
Cabramatta ..... "	9 40	Wallendbeen ..... "	10 12
Liverpool ..... "	9 45	Cootamundra ..... "	10 42
Ingleburn ..... "	9 58	Bethungra ..... "	11 28
Campbelltown ..... "	10 9	Illabo ..... "	11 43
Menangle ..... "	10 22		p.m.
Douglas Park ..... "	10 37	Junee ..... arr.	12 12
Picton ..... "	10 54	do. ..... dep.	12L52
Bargo ..... "	11 31	Harefield ..... "	1 10
	p.m.	Bomen ..... "	1 31
Yerrinbool ..... "	12 0 323		36
		Wagga Wagga ..... "	1 41
Mittagong ..... "	12 31	Kapooka ..... arr.	1 56
Bowral ..... "	12 41		54
Moss Vale ..... arr.	12 53	do. ..... dep.	2 4
do. ..... dep.	IL 8	Uranquinty ..... "	2 14
Exeter ..... "	1 31	The Rock ..... arr.	2 34 16e
Bundanoon ..... "	1 39		
Penrose ..... "	1 51	do. ..... dep.	2 48 16d
Wingello ..... "	2 0	Yerong Creek ..... "	3 10
Tallong ..... "	2 10	Henty ..... arr.	.... 39,16d
Marulan ..... "	2 21	do. ..... dep.	3 32
Towrang ..... "	2 41	Culcairn ..... arr.	3 56
Goulburn ..... arr.	3 2		50
	13	do. ..... dep.	4 27 8,
do. ..... dep.	4 0	Gerogery ..... arr.	4 55
Joppa ..... "	4 9		6
Yarra ..... "	4 16	do. ..... dep.	5 8
Breadalbane ..... "	4 34	Table Top ..... arr.	5 28
Fish River ..... "	5 7		24
Gunning ..... "	5 17	do. ..... dep.	5 34
Jerrawa ..... "	5 47	Kinloss ..... "	5 45
Yass Junction ..... "	6 21	Albury ..... arr.	5 54
Bowning ..... "	6 41		Thence Light Eng. to Bandiana
Goondah ..... "	6 58		
Binalong ..... "	7 22		
Galong ..... "	7 42		
Harden ..... arr.	8 16		

S73 Special Goods will run from Enfield Yards to Albury, worked by Diesel Electric Locomotive, conveying loads as follows:—

Enfield Yards to Goulburn—500 tons, run at times applicable to 36 class engine.

Goulburn to Junee—350 tons.

Junee to Albury—500 tons.

S73 to be assisted in rear from Junee to Mileage 303.60 by 30T class or heavier type engine.

With the exception of detaching overload at Goulburn, and increasing load at Junee, no other intervening work is to be performed by this locomotive.

The vehicle marshalled immediately next to the engine must be equipped with automatic coupler and bufferless.

S73 to be provided with Bogie brake-van.

Goods Train Alterations.

No. **323** Goods will depart Mittagong at 12.42 p.m. and run ten minutes later than tabled to Wingello arrive 2.18 p.m., thence as tabled.

The following Goods trains must not run:—

No. **111** (8.35 a.m., Enfield Yards to Goulburn).

"Control," Goulburn, and Junee, to arrange for any Regular or Conditional Goods trains required to run to be worked clear of **S73** Special Goods.

Yard Controller, Enfield, to provide Guard.

(Chief Mechanical Engineer).

Inside: Great Grandpa goes multi-modal
The Mid-Wales line

RRP $2.95
Incl. GST

The Times

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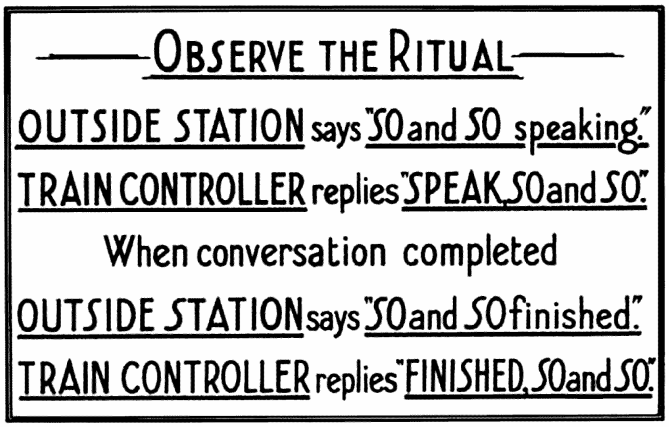
On the front cover

Out with the old, In with the new. This Special Train Notice turned up recently in an End of the Line mail auction. It shows the schedule for the delivery run of the VR's first mainline diesel electric locomotive, B60, *Sir Harold W. Clapp*. In addition to the timetable for the delivery run, the STN contained details of trials run from Clyde-GM's works at Clyde and of light engine movements to get B60 to Enfield. It was a kind of omnibus edition STN too, because it also contained details of numerous NSWGR lines which had been closed because of severe floods. The year was 1952.

Those old ***SO and SO***'s! One of the ways that railways struggled to make themselves safer was to impose a rigid set of rules which had to be carried out ***to the letter***. By turning operations into a formalized and orchestrated sequential dance, it made staff think about what they were doing. This principle was applied to all aspects of operations, including Train Control. Here we see a notice from above a Victorian Railways' Train Control desk being quite open about it- "***Observe the ritual***".



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Great-Grandpa's Multi-Modal Journeys

VICTOR ISAACS

Geoff Lambert recently analysed in The Times Coach and Motor Cars running from Railway Stations, as detailed in a NSW Railways Public Timetable of 27 October 1912 (see The Times no. 282, September 2007).

This article looks at a related subject ,mainly from the same 1912 NSW timetable - that is trips advertised as comprising a rail and road portion, or a rail and ferry or ship portion. Only those presented as (in the current jargon) a "package deal", are mentioned here, i.e. those where connecting arrangements applied and a combined fare quoted. Similar examples from within a few years of 1912 in the neighbouring States of Queensland and Victoria will also be mentioned.

There were lots of circular trips, ranging from one-day to major excursions. In general, First class rail tickets for interstate journeys were exchangeable for ship tickets for the return journey.

The scenery close to Sydney was of course a major attraction. Rail and steamer combination tickets were offered providing for a trip from Sydney by ferry to the head of navigation, then by the Sydney Ferry Company's steam tram to Parramatta and return to Sydney by train, or vice versa (para. 1, upper right, this page). Now that seems attractive! Perhaps Great-Grandpa and Great-Grandma took this trip when they were courting. Curiously this was only available in First class – no Second class rabble please!

A very attractive round trip was from Sydney to Hawkesbury River and return from Windsor, or *vice versa* (right, this page). Wouldn't it be nice if it was revived now? Another great combination trip offered then, and not possible now, was Sydney to Hawkesbury River by train, steamer downstream on the Hawkesbury to Pittwater and Newport, then motor to Narrabeen, tram to Manly, ferry home to Sydney, or vice versa. Wow – what a great way to spend a day!

Or, one could just catch a train to the Hawkesbury and cruise on the river.

This paragraph is outside my self-imposed terms of reference for this article, but I cannot resist mentioning it. An advertisement directs tourists' attention to viewing Sydney via the "Splendid Electric Tram Service [which] has rendered all the pleasure resorts…easily accessible at low fares". Perhaps even better, was the service of "Special Tourist Tram-cars Daily (in Summer only)".

While I am exceeding my terms of reference I will go even further off the subject because I cannot help noticing the advertisement on the opposite page for the Railway Refreshment Room at Wallangarra. It was very unusual for an individual Refreshment Room to advertise and for a private lessee to advertise (page 4, upper left).

Back to our combination trips: On weekends only, one could travel by train from Sydney to Nowra, then coach via the Kangaroo Valley and up to the Highlands, then return to Sydney by train from Moss Vale, or *vice versa* (top, para 2).

Big intrastate trips were offered. One was Sydney to Eden by steamer, motor up the escarpment to Cooma, then Cooma-Sydney by rail. Fancy this for a trip providing lots of variety and scenery? Sydney to Cooma by train, coach over the mountains to Tumut, then return to Sydney by train (page 4, lower right).

Trips were also devised for the Newcastle region. One could travel by train from Newcastle (or Singleton) to Morpeth, then a Steamer to Paterson, and return on the newly-opened (14 August 1911) first section of the North Coast railway (page 5, lower). The advertisement for this excursion is interesting in that it twice refers to

SPECIAL PASSENGER FARES.

First-class Rail and Steamer Combination Tickets are issued at the City and Sydney Booking Offices for Parramatta, at a cost of 2s., entitling the holders to travel on the outwards journey by rail and return by the Sydney Ferries Co.'s tram and steamers. Similar tickets are also issued at the Sydney Ferries Co.'s Offices, entitling the passengers to travel by steamer to Parramatta and return by rail to Sydney.

Round Journey by Rail from Sydney to Nowra, and return via Moss Vale, and vice versâ.—Cheap Excursion Tickets for this round trip are issued on Friday evenings and on Saturdays by the trains mentioned on pages 7 and 12, available for return within one calendar month from date of issue:—1st class, 15s. 4d.; 2nd class, 7s. 8d.

GOVERNMENT TOURIST BUREAU, SYDNEY.

HAWKESBURY RIVER TRIPS

HAWKESBURY RIVER-NEWPORT ROUND TRIP.

TUESDAY and SATURDAY. Passengers from Sydney travel by the 9·10 a.m. train on Tuesdays and 9·18 a.m. on Saturdays (8·30 a.m. *ex* Milson's Point), and change at Hawkesbury into s.s. "Cora," which proceeds to the Hawkesbury Bridge and down the river to Broken Bay, then on to Pittwater, Newport, passing Lion Island and Scotland Island *en route*.

Motors leave Newport at 3 p.m., connecting with tram at Narrabeen for Manly, and with the 5·30 boat for Sydney.

Excursionists *ex* Manly catch the 9 a.m. boat, which connects with the tram for Narrabeen and motor for Newport. The steamer "Cora" conveys passengers from Newport at 1·30 p.m. to Hawkesbury on the return trip in time to connect with the train for Sydney. Lunch procurable at Newport. ROUND TRIP: 7/7 First-class only. Tickets available on day of issue only.

EXCURSIONS TO WISEMAN'S FERRY.

WEDNESDAY. The s.s. "Hawkesbury" will connect at Hawkesbury River with the 9·10 a.m. train from Sydney, and convey passengers to Wiseman's Ferry, returning 2 p.m., connecting with 5·47 p.m. train for Sydney. COMBINED FARES: 9/6 First-class, 7/6 Second-class, return. Tickets available on day of issue only.

HAWKESBURY-WINDSOR TRIP.

SATURDAY. Via HAWKESBURY RIVER—Passengers will travel on Saturday by the 9·18 a.m. train to Hawkesbury River Station; join the s.s. "Hawkesbury" for Wiseman's Ferry; lunch, 2 p.m.; continue to Sackville Reach; coach to Windsor (tea), and connect with the 8·10 p.m. train for Sydney, arriving at 10 p.m.

Via WINDSOR—Passengers may travel on Saturday by the 1·37 p.m. train *ex* Sydney for Windsor, connecting with coach for Sackville Reach and steamer for Wiseman's Ferry; stay night. Leave Wiseman's Ferry by steamer on Sunday (if required) or Monday, to connect with the afternoon train from Hawkesbury River Station for Sydney.

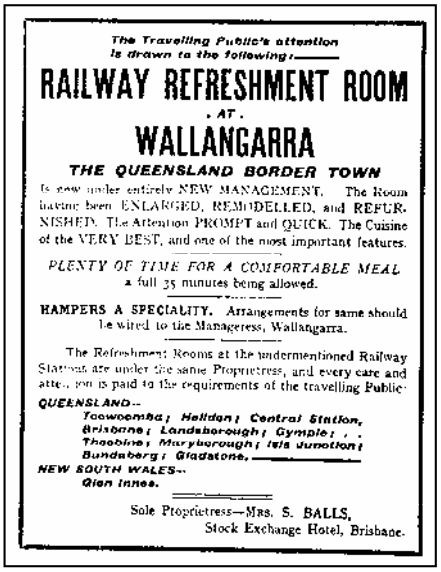
COST FOR EITHER TRIP: Rail, Steamer, and Coach, Round Ticket, 11/6 First-class; 9/6 Second-class.

Tickets available for return up to the Monday following the day of issue.

RIVER TRIP.

FRIDAY. 9·10 a.m. train to Hawkesbury Station and s.s. *Hawkesbury* for five hours trip on river, returning by the 3·46 p.m. train for Sydney. FARES: 6/- First-class; 4/- Second Class. Tickets available on day of issue.

Further particulars can be obtained from all Station-masters, and at the Inquiry Office, Sydney, or the City Railway Booking Office, and Government Tourist Bureau, Challis House, Martin Place, Sydney.



The Travelling Public's attention is drawn to the following:—

RAILWAY REFRESHMENT ROOM

. AT .

WALLANGARRA

THE QUEENSLAND BORDER TOWN

Is now under entirely NEW MANAGEMENT. The Room having been ENLARGED, REMODELLED, and REFURNISHED. The Attention PROMPT and QUICK. The Cuisine of the VERY BEST, and one of the most important features.

PLENTY OF TIME FOR A COMFORTABLE MEAL
a full 35 minutes being allowed.

HAMPERS A SPECIALITY. Arrangements for same should be wired to the Manageress, Wallangarra.

The Refreshment Rooms at the undermentioned Railway Stations are under the same Proprietress, and every care and attention is paid to the requirements of the travelling Public:

QUEENSLAND—
Toowoomba; Helidon; Central Station, Brisbane; Landsborough; Gympie; Theebine; Maryborough; Isis Junction; Bundaberg; Gladstone.

NEW SOUTH WALES—
Glen Innes.

Sole Proprietress—Mrs. S. BALLS,
Stock Exchange Hotel, Brisbane.

the little branch line train that shuttled to and fro between East Maitland and Morpeth as a "tram". I had seen other little NSWGR branch line services (Yass, Camden) referred to as "trams", but not this one [A picture of the "Morpeth Tram" appears on our page 8– Ed.].

Also in this region, but from the 14 November 1915 timetable is an excursion that seems unlikely to us today. It is for combined rail and steamer tickets for a trip by rail from Newcastle to Toronto, then steamer to Belmont and Swansea (page 5, upper right).

Want to get to Taree? Try this: Rail Sydney to Newcastle, ferry to Stockton, coach to Salt Ash, steamer to Nelson's Bay and Tea Gardens, next day steamer Tea Gardens to Bungwahl, coach to Wallis Lake, launch to Forster and Tuncurry, coach to Taree (page 6). Phew!

The interstate circular trips were of course bigger. The most significant was Sydney to Melbourne by rail, thence to Tasmania, and back to Sydney by sea, or vice versa (page 7, top).

Combining a number of sectors no longer available to us is a trip Sydney to Grafton by sea, rail to Murwillumbah, river steamer to Tweed Heads, rail to Brisbane and return to Sydney by rail via Toowoomba, Wallangarra and Tamworth, or vice versa (page 9, top). Now that sounds good! This trip was also advertised in Queensland Railway's timetable for 1912, as was also a variant via Byron Bay.

Another big trip was to go from Sydney to Bright (Victoria) by rail, then coach over the mountains to Bairnsdale, steamer to Cunninghame and Sale, and return to Sydney by rail (picture and table- page 7, bottom). Quite a trip!

Also offered was Melbourne to Tumut, then (presumably—but not stated) coach to Cooma, then rail to Sydney (this page, lower right).

How about a trip from Adelaide via rail and steamer to Mildura (page 8, top), then returning by rail?

Turning now to Victoria, one of the usual ways of travelling to the suburb of Williamstown was by train from Flinders St to Port Melbourne, then by connecting ferry. This lasted for many years (can someone tell us how many please?). I do not have a timetable extract, but the illustration is taken from a booklet "Williamstown Illustrated" published in 1904 (page 9, bottom).

Now, let's look at an earlier period – 1882. Need to make an intercolonial journey, but prone to seasickness? Then try the new overland routes. The following is taken from the "*Book Time Table of the Victorian Railways including the late Melbourne and Hobson's Bay United Railway and the Deniliquin and Moama Railway 1st June 1880*".

Melbourne to Sydney is comparatively straightforward: Train to Wodonga, coach to South Wagga (now Wagga Wagga), train to Sydney (page 10, upper– left half).

The suggested overland journey from Melbourne to Adelaide, however, is a doozy. Train Melbourne-Ararat-Hamilton, coach Hamilton to Penola, overnight, coach Penola to Naracoorte, train Naracoorte-Kingston overnight coach Kingston-Meningie, steamer Meningie-Milang, coach Milang-Adelaide (page 10, upper– right half). One would really have had to be anxious to avoid sea-sickness to undertake that journey!

How did one travel to North Queensland before the littoral railway was completed? An extract from the Queensland Railways Public Timetable of 9 May 1910 tells us. On Friday nights the Northern Mail departed Brisbane in two divisions. The second went through to Rockhampton as usual. The first and faster terminated at Gladstone where it provided a direct connection to the steamship *Bingera* which arrived at Townsville 41 hours later. From Townsville one could continue to Cairns

GOVERNMENT TOURIST BUREAU, SYDNEY.

TWO GRAND ROUND TOURS.

SYDNEY—NEW ENGLAND—DARLING DOWNS—BRISBANE—NORTHERN RIVERS.

	First-class Rail and Saloon on Steamer.	*Second-class Rail and Steerage on Steamer.
Fare - -	£6:8:6	£4:2:6

Tickets will also be issued via Byron Bay from Brisbane Central, South Brisbane, Casino, Lismore, and Murwillumbah at £6 8s. 6d. and £4 2s. First and Second class respectively.
This Round Journey must be completed within Six Months.

Tickets issued daily at—Sydney Booking Office, Sydney Railway; City Booking Office, Martin Place, Sydney; also at Newcastle, West Maitland, Singleton, Muswellbrook, Quirindi, Tamworth, Armidale, Glen Innes, Murwillumbah, Casino, Lismore, Grafton, and North Coast Co.'s Office, 261 George-street, Brisbane Central, and South Brisbane.

*Passengers wishing to travel Saloon on second-class tickets will be charged 17s. 6d. extra on the Steamer.

SYDNEY — COOMA — The MONARO PLAINS — BROWN MOUNTAIN — BEGA — EDEN — and TWOFOLD BAY.

SYDNEY to EDEN by Steamer, EDEN to COOMA by Motor. COOMA to SYDNEY, by Rail.

ROUND TRIP TICKETS £5 : 8 : 0 Covering Journey by Steamer, Motor, and First-class Rail.

Booking Offices—Railway Booking Offices, Sydney Station and Challis House, Sydney;
Melbourne S.S. Co., Corner York and King Streets, Sydney;
Union S.S. Co., 259 George-street Sydney;
Illawarra S.S. Co., Market and Wynyard Streets, Sydney.

Ask for a copy of "The Eden-Monaro Round Tour" Book.

Further information may be obtained at the Railway Booking Offices, and Offices and Branches of the S.S. Cos., and at the

GOVERNMENT TOURIST BUREAU,
Challis House, Sydney.

Tel. 2468 City.

**

via a connecting steamer (page 11). The table of fares is interesting:

> Only First class fares are quoted (although the text does concede the existence of a Second class sleeping car on the train); and
>
> Through fares are quoted not only for coastal towns, but also for inland locations.

At this time on the Great Northern Railway the Mail train ran only once a week, departing Townsville for Cloncurry on Mondays and returning *ex* Cloncurry on Sundays arriving Townsville on Mondays. This was obviously designed to connect with the *Bingera*. Otherwise all trains beyond Charters Towers were only Mixeds or Goods trains with carriage attached (pages 12&13).

Cheap Fares to Toronto (Lake Macquarie).

SATURDAYS AND SUNDAYS.

Return Tickets at the specially low rates of 2s. first-class and 1s. 3d. second-class will be issued to Toronto at stations, Newcastle to Adamstown, inclusive, and Waratah, by the undermentioned trains :—

Saturdays—By trains leaving Newcastle at *1·10 p.m., 2·15 p.m., *4·15 p.m., *5·25 p.m., and 6·10 p.m.

Sundays—By trains leaving Newcastle at *9·20 a.m., *10·20 a.m., 1·55 p.m., and 2·45 p.m.

These Tickets are available for return until the Monday following the day of issue.

Combined Rail and Steamer Tickets to Belmont and Swansea (*via* Toronto) are issued by trains marked *. For particulars, see page 281.

This QR timetable also advertised a through rail and coach service to Tewantin and "to the popular tourist resort of Caloundra". One could travel to Caloundra twice a week (page 10, bottom left and bottom right).

Combined Rail & River Excursions

TO THE

PATERSON RIVER

In connection with Steamer "Marie,"

On Tuesdays, Thursdays, & Saturdays.

COMBINED Rail and River Trip tickets will be issued at NEWCASTLE, SINGLETON, MORPETH, and intermediate Stations on **Tuesdays, Thursdays,** and **Saturdays,** available by

Rail to Morpeth,
Steamer from Morpeth to Paterson,
Rail from Paterson back to starting point.

Passengers from NEWCASTLE, EAST MAITLAND, and intermediate Stations to travel by train leaving NEWCASTLE at 7·45 a.m., and go forward to MORPETH by tram leaving EAST MAITLAND at 8·50 a.m., there connecting with Steamer.

Passengers from Stations SINGLETON to HIGH-STREET, inclusive, to travel by Train leaving SINGLETON at 7·10 am., and change at EAST MAITLAND to tram leaving at 8·50 a.m. for MORPETH.

The s.s. "Marie" (Newcastle and Hunter River Steamship Co.) will leave the Company's Wharf at Morpeth after arrival of Trams, and convey passengers to Paterson.

Return Train from PATERSON leaves at 5·5 p.m. for WEST MAITLAND. Passengers to go forward from West Maitland by ordinary Trains.

Ordinary Railway Fares will be charged, plus 1s. Steamer Fare, and the Tickets will be available on day of issue only.

PASSENGERS SHOULD ASK FOR COMBINED RAIL AND STEAMER TICKETS

Tickets, including the trip on the Paterson River, are issued solely for the convenience of passengers, and the liability of the Chief Commissioner is limited exclusively to the Railway journey.

(Top to bottom): East Maitland station, Morpeth station, Morpeth wharf with Paterson River steamer (right) and Paterson River at Paterson wharf.

TOURIST INFORMATION.

OVERLAND TO

PORT STEPHENS, MYALL RIVER AND LAKES, CAPE HAWKE, AND THE MANNING RIVER.

A Magnificent Trip by Rail, Road, and Lake.

From SYDNEY.

DAILY—Morning. Train to Newcastle and Ferry to Stockton.

MONDAY, WEDNESDAY, THURSDAY, AND SATURDAY—
2 p.m. Coach, Stockton to Salt Ash, and Steamer to Nelson's Bay and Tea Gardens.

TUESDAY, THURSDAY, AND SUNDAY—
6·30 a.m. Steamer, Tea Gardens to Bungwall; Coach to Wallis Lake; Launch to Forster and Tuncurry, and Coach to Taree, Manning River, connecting with coach for Port Macquarie and Kempsey.

Fares

Rail, SYDNEY TO NEWCASTLE,
Single 9/5 1st. 6/2 2nd.

NEWCASTLE TO PORT STEPHENS, 7/- Single.

" " Coach and Launch { Cape Hawke. 18 6 Single. / Taree . . . 26/- Single.

From Taree. Coach leaves every Sunday, Tuesday, and Thursday at 6 a.m. for Cape Hawke, thence per Launch and Coach to Tea Gardens, arriving at 6 p.m. S.S. "Reliance" leaves Tea Gardens every Monday, Wednesday, and Friday at 8 a.m. for Salt Ash, thence per Coach to Newcastle, arriving 1·30 p.m. and 3·0 p.m. Sydney Train. Sydney, arrive 6·10 p.m.

COMBINATION TICKETS (SINGLE) covering the journey by rail, launch, and coach to Taree (Manning River), may be obtained at Sydney and Maitland Railway Booking Offices, and passengers, when commencing the journey at Taree, may obtain similar tickets from Messrs. Thurlow & Coy's. Agent.

Tel. 2468 City. GOVERNMENT TOURIST BUREAU, Challis House, Sydney.

COMBINATION RAIL, STEAMER, AND COACH TICKETS, SYDNEY TO TAREE, &c.

Through Single Tickets will be issued as under:—
From Sydney to Bulladelah, Bungwahl, Cape Hawke, and Taree;
From West Maitland to Bulladelah, Bungwahl, Cape Hawke, and Taree;
and the fares will be arrived at by adding to the rail fares the following charges for the remainder of the journey, viz.:—

		Single.
Newcastle to	Bulladelah	11s. 0d.
"	Bungwahl	12s. 6d.
"	Cape Hawke	18s. 6d.
"	Taree	26s. 0d.

Passengers commencing the journey from Taree, Cape Hawke, Bungwahl, or Bulladelah may obtain similar tickets from Messrs. Thurlow and Company's agent.

TASMANIAN RAILWAYS.

Tasmania for Holidays.

BEAUTY SPOTS ON EVERY LINE.

The Cost

Sydney to Hobart, saloon return :—

£4 : 8 : 8

Round trip: Sydney to Hobart (boat), Hobart to Launceston (rail), Launceston to Melbourne (boat), Melbourne to Sydney (rail or boat) :—

£7 : 4 : 0

First class Return Fares from **Hobart** during Christmas or other excursions, or at any time for parties of six :—

To **LAUNCESTON**, the Northern Capital, the centre of the Railway System, £1 6s. 9d.

To the Terminus of the beautiful **DERWENT VALLEY LINE**, 9s. One of the prettiest rail trips in the Southern hemisphere.

To **SORELL** (water and rail trip), 3s. 4d.

To **APSLEY** (a route to the famous Great Lake, through orchard country), 9s.

To **PARATTAH** (for Interlaken and the Great Lake), 11s.

TASMANIAN RAILWAYS—*Continued.*

To **St. MARYS** (for the famous East Coast coach trip, including the Scamander River [bream], Columba Falls, &c.), 29s.

To **DELORAINE** (for the Great Lake, Caves, &c.), 31s. 3d.

To **MOLE CREEK** (Wonderful Caves), 34s. 3d.

To the beautiful seaside towns of **DEVONPORT, ULVERSTONE** (Caves), **PENGUIN**, and **BURNIE**, on the North West Coast, £1 18s. 9d., £2 1s., £2 2s. 6d., and £2 4s. 9d., respectively. From Burnie a railway runs to the **WEST COAST**, where the scenery is unsurpassed.

To **BRANXHOLM** (Terminus of the North-eastern Line, which runs through exquisite fern country), £2 1s.

To **RUSSELL FALLS** (including rail, coach, and punt), day trip. Cheap excursion, run every week-day. 11s. 6d.

Good Fishing

almost everywhere. Rivers and Lakes well stocked.

Tourists Specially Catered for :

Holiday Excursion Fares on Tasmanian Railways at any time for parties of six on giving two days' notice at stations.

Reserved Seats :

Seats reserved on Express Trains on main line on payment of 1s. in addition to first-class fare.

Write to the Secretary for Railways, Hobart, for any particulars desired.

(*v*) **Round Trip Tickets from Sydney and Albury to Bright, Bairnsdale, Sale, &c.**—Round Trip Tickets will be issued at the City Tickets and Parcels Office, Sydney Booking Office, and Albury to Bright (by rail), Bairnsdale (by coach), Cunninghame (by steamer), Sale (by steamer), and thence (by rail) to Albury or Sydney, as the case may be, at the following fares :—

	First Class.			Second Class.		
	£	s.	d.	£	s.	d.
From Sydney	9	15	7	7	19	0
From Albury	5	15	0	5	1	1

The coach from Bright to Bairnsdale runs once a week during certain portions of the year only, and the tickets are only issued when the coach is running. Particulars may be obtained from the three booking offices which issue the tickets.

(*vi*) **Combination Tickets from Melbourne to N.S.W. Stations.**—Arrangements have been made with Messrs. Thos. Cook and Sons for the issue of the following Tickets at Melbourne to the N.S.W. stations shown at the undermentioned rates :—

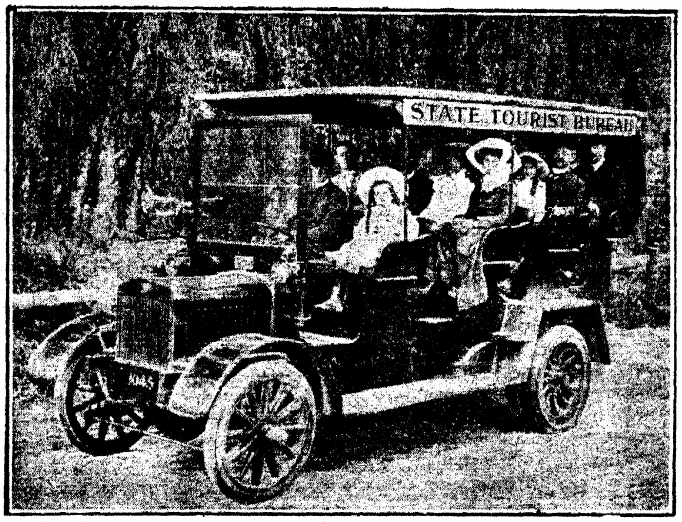
	1st Class.			2nd Class.		
	£	s.	d.	£	s.	d.
Melbourne to Tumut and return	4	0	0	2	15	0
Melbourne to Tumut, Cooma to Sydney, and Sydney to Melbourne	6	7	6	4	13	6
Melbourne to Sydney and return, including diversion, Cootamundra to Tumut and return	6	7	6	4	13	6
Melbourne to Sydney, *via* the West (break of Journey at Mt. Victoria and Tarana allowed)	6	7	6	4	13	6

Sunny South Australia. **The Garden State of the Commonwealth.**

Combined Rail and River Tours may be taken to Settlements on the Murray, which is an excellent resort for tourists.

A round trip to Melbourne, *via* Mildura, returning to Adelaide per express.

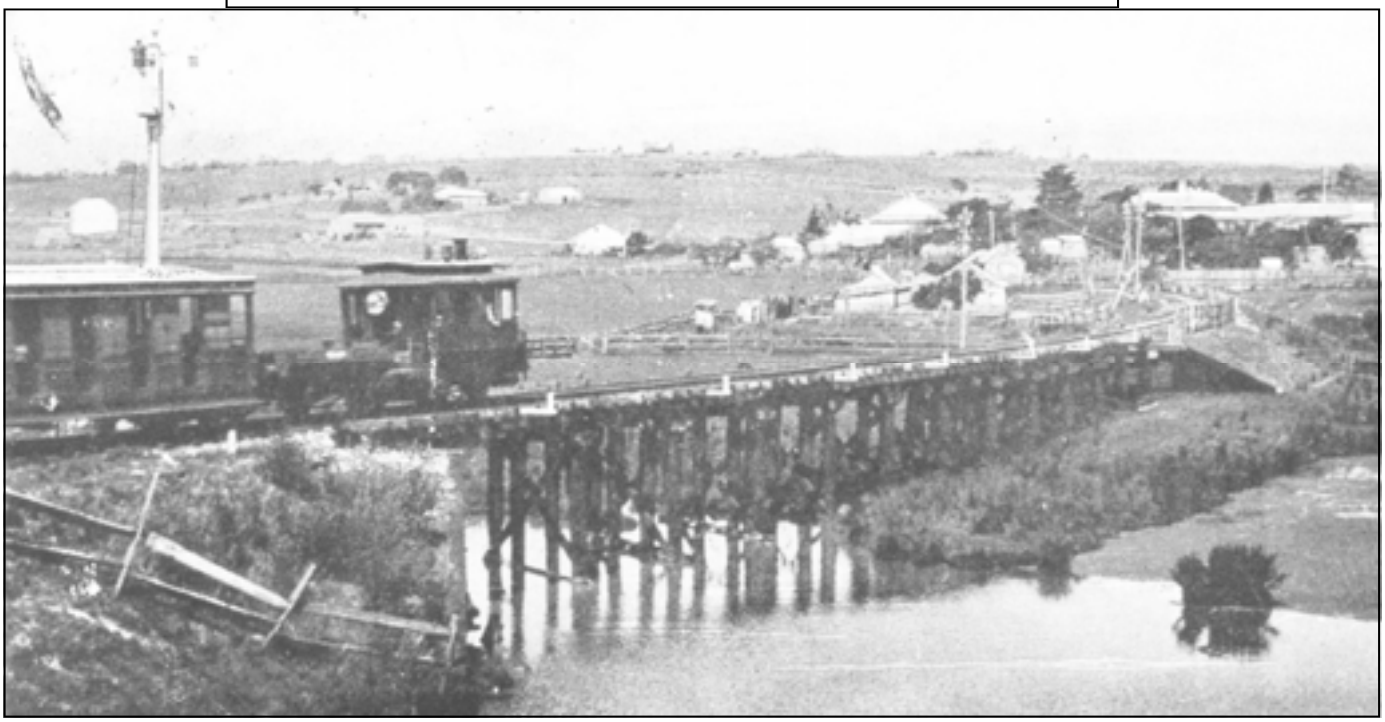
Fares: First-class, £8 10s.; Second-class, £6 12s. 6d.



The Tourist Bureau runs regular Motor excursions through the Mount Lofty Ranges. Special trips may be arranged by private parties.

For fuller particulars of these and other Trips, communicate with

Intelligence & Tourist Bureau,
KING WILLIAM STREET,
ADELAIDE.



INTERCHANGEABLE STEAMER AND RAIL TICKETS.

First-class ordinary Return Rail Tickets, and First-class Return Saloon Tickets may be interchanged during their currency, as prescribed hereunder :—

(A) Rail Tickets.

(1) **Melbourne and Sydney.**—First-class Ordinary Return Tickets between Sydney and Melbourne issued by the New South Wales and Victorian Railways, are available for return by the steamers of the P. and O. S.N. Co., Orient Royal Mail Line of Steamers, Messageries Maritimes Co., Norddeutscher Lloyd's Co., Aberdeen White Star Line S.S. Co., China Navigation Co., Lund's Blue Anchor Line, Arch. Currie and Co.'s Australian and Indian S.S. Co., Eastern and Australian S.S. Co., Ltd., Royal Dutch Packet Co., Burns, Philp, and Co. (Japanese Mail Line Steamers), Australasian United Steam Navigation Co., Howard Smith Co., Ltd., Huddart, Parker, and Co., The Melbourne S.S. Co., Adelaide S.S. Co., McIlwraith, McEacharn and Co., and Blue Funnel Line (Gilchrist, Watt, and Sanderson, Ltd), without extra payment.

The following amount is to be paid to the companies for each Rail Ticket exchanged by them, viz.:—

	Fare.
Sydney and Melbourne, First Class	£2 14 0

(2) **Sydney and Adelaide**—First-class Ordinary Return Tickets issued between Sydney and Adelaide by the New South Wales and South Australian Railways are available for return by the steamers of the P. and O. S.N. Co., Orient Royal Mail Line of Steamers, Messageries Maritimes Co. Norddeutscher Lloyd's Co., Australian and Indian S.S. Co., Lund's Blue Anchor Line, Australasian United Steam Navigation Co., Huddart, Parker, and Co., McIlwraith, McEacharn and Co., Adelaide S.S Co., The Melbourne S.S Co., Howard Smith Co., Ltd., and Blue Funnel Line (Gilchrist, Watt, and Sanderson, Ltd.), without extra payment.

The following amount is to be paid to the companies for each Rail Ticket exchanged by them, viz.:—

	Fare.
Sydney and Adelaide, First Class	£4 0 0

(3) **Sydney and Brisbane.**—First-class Ordinary Return Tickets issued between Sydney and Brisbane by the New South Wales and Queensland Railways are available for return by the steamers of the Aberdeen White Star Co., Orient Royal Mail Line of Steamers, China Navigation Co., Eastern and Australian S.S. Co., Ltd., Arch. Currie and Co.'s Australian and Indian S.S. Co., Japanese Mail Line (Burns, Philp and Co.), Norddeutscher Lloyd's Co., Royal Dutch Packet Co., Australasian United S.N. Co., Howard Smith Co., Ltd., Huddart, Parker and Co., Canadian Australian R. M. Line, the Adelaide S.S. Co., and Blue Funnel Line (Gilchrist, Watt, and Sanderson, Ltd.), without extra payment.

The following amount is to be paid to the companies for each Rail Ticket exchanged by them, viz.:—

	Fare.
Sydney and Brisbane, First Class	£2 18 0

(4) **Sydney and Ipswich.**—First-class Ordinary Return Tickets issued between Sydney and Ipswich by the New South Wales and Queensland Railways are available for return from Brisbane to Sydney or Sydney to Brisbane, as the case may be, by the steamers of the Aberdeen White Star Co., Orient Royal Mail Line of steamers, China Navigation Co., Eastern and Australian S.S. Co., Ltd., Arch. Currie and Co.'s Australian and India S.S. Co., Japanese Mail Line (Burns, Philp and Co.), Norddeutscher Lloyd's Co., Royal Dutch Packet Co., Australasian United S.N. Co., Howard Smith Co., Ltd., Huddart, Parker, and Co., Canadian Australian R.M. Line, the Adelaide S.S. Co., and Blue Funnel Line (Gilchrist, Watt, and Sanderson, Ltd.), without extra payment.

The following amount is to be paid to the companies for each Rail Ticket exchanged by them, viz.:—

	Fare.
Sydney and Ipswich, First Class	£2 13 0

(5) **Melbourne and Brisbane.**—First-class Ordinary Return Tickets between Melbourne and Brisbane, issued by the Victorian and Queensland Railways, are available for return by the steamers of the Orient Royal Mail Line of Steamers, A.U.S.N. Co., Eastern and Australian Steamship Co., Ltd., Imperial Japanese Line (Messrs. Burns, Philp and Co.), Royal Dutch Packet Co., Adelaide S.S. Co., Howard Smith Co., Ltd., and Blue Funnel Line (Gilchrist, Watt, and Sanderson, Ltd.), without extra payment.

The following amount is to be paid to the Companies for each Rail Ticket exchanged by them, viz.:—

	Fare.
Melbourne and Brisbane, First Class	£3 [illegible]

P.S. "QUEEN."

THE P.S. "QUEEN" (198 tons), running under contract with the Victorian Railways to connect the Williamstown and Port Melbourne lines, leaves Port Melbourne Railway Pier at the hour, and Williamstown 35 minutes later. This is a large well-equipped steamer, having splendid saloon accommodation (smoking and ladies), and promenade deck the whole length of the vessel. The "Queen" is fast becoming a favorite of Bay passengers, as is shown by the fact that her passenger traffic has increased 400 per cent. this last 12 months. This is to some extent due to the reduction in fares, viz., 3d. single and 5d. return. People can reach the boat by either train or tram. Trains leave Flinders Street for Port Melbourne every quarter of an hour, and the tramway terminus is within 200 yards of the Railway Pier, from which the "Queen" starts.

The "Queen" is fitted up with powerful compound surface condensing engines, and has electric light installed throughout. She is under the charge of Captain R. Watson, the veteran Bay master, who has been close on 50 years in this trade, and has conveyed hundreds of thousands of passengers across the Bay during that time without loss or accident; and it would repay a trip across by the "Queen," if for no other purpose than to meet and have a chat with the oldest and best known steamboat master in the states. These trips should specially be availed of by business people, as they can have the pleasure of a fresh blow on the briny for an hour or so at the lowest possible cost.

Summer Time Table.

(NOVEMBER TO APRIL)

Leaves Williamstown.—
A.M.—8.35, 9.35, 10.35, 11.35.
P.M.—12.35, 1.35, 2.35, 3.35, 4.35, 5.35, 6.35.

Leaves Port Melbourne.—
A.M.—9.0, 10.0, 11.0, 12.0.
P.M.—1.0, 2.0, 3.0, 4.0, 5.0, 6.0, 7.0.

From April to November, the last Trip is 5.35 p.m. from Williamstown, and 6 p.m. from Port Melbourne.

General Fares.

Combined Rail and Boat (available also on Williamstown Railway)—1st Return, 1/-; 2nd Return, 9d.

Combined Rail and Boat (available via Port Melbourne only)—1st Single, 6d.; Return, 9½d.; 2nd Single, 5d.; Return, 8d.

Fares across the Bay—Single, 3d.; Return, 5d.

Railway Tickets are sold on the Boat, and all Rail Tickets to Williamstown are available by the "Queen."

OVERLAND JOURNEY

TO AND FROM MELBOURNE AND SYDNEY.

MELBOURNE TO SYDNEY.

	Miles.
Melbourne to **Wodonga** (Railway). Leave 2.55 p.m., arrive 10.54 p.m. Fares—1st Class, 31s.; 2nd Class, 20s. 6d.	187
Wodonga to **South Wagga** (Coach) Leave for Albury on arrival of train, thence at 1 a.m. Fare, 42s.	93
South Wagga to **Sydney** (Railway). Leave 5.30 p.m., arrive 6.50 a.m. Fares—1st Class, 58s. 6d.; 2nd Class, 30s. 6d.	309

Notes.—A train also leaves Melbourne for Wodonga at 6.10 a.m. The Melbourne to Wodonga trains do not run on Sundays, and the Wagga to Sydney train does not run on Saturdays, but on Sundays instead. Sleeping cars are attached to trains leaving Wagga on Tuesdays Thursdays, and Sundays.

Through Single Tickets, covering the journey from Melbourne to Sydney and *vice versâ*, are issued at £5 each by Messrs. Cobb and Co. The portion for the Railway part of the journey must be exchanged at Melbourne and Wagga Wagga respectively for Railway tickets.

SYDNEY TO MELBOURNE.

	Miles.
Sydney to **South Wagga** (Railway). Leave 7.30 p.m., arrive 9.26 a.m. Fares—1st Class, 58s. 6d.; 2nd Class, 30s. 6d.	309
South Wagga to **Wodonga** (Coach). Leave on arrival of train at Wagga, arriving at Albury 11.30 p.m., thence to Wodonga at 6.30 a.m. Fare, 42s.	93
Wodonga to **Melbourne** (Railway). Leave 6.10 a.m., arrive 1.52 p.m. Fares—1st Class, 31s.; 2nd Class, 20s. 6d.	187

Notes.—Sleeping cars are attached to trains leaving Sydney on Mondays, Wednesdays, and Fridays. The Sydney to Wagga trains do not run on Sundays.

General Notes.—Coaches run seven days a week. Passengers should book at Cobb and Co.'s Office, Melbourne and Sydney, before starting. Passengers leaving Melbourne and Sydney on Fridays lose a day on the route.

OVERLAND JOURNEY

TO AND FROM ADELAIDE AND MELBOURNE.

(Daily Communication.)

MELBOURNE TO ADELAIDE.

	Miles.
Melbourne to **Hamilton** (Railway) Daily (Sundays excepted). Leave Melbourne 7 p.m., due Hamilton 4.11 a.m. Fares—1st Class, 36s. 6d.; 2nd Class, 24s. 6d.	224
Hamilton to **Naracoorte** (Coach). Daily (Mondays excepted). Leave 6 a.m., arrive at Naracoorte noon following day. Fare, 40s.	112
Naracoorte to **Kingston** (Railway). Daily. Leave 12.30 p.m., due at Kingston 3.30 p.m. Fare, 11s. 1d.	53
Kingston to **Meningie** (Coach). Daily. Leave 4 p.m., due at Meningie 6 a.m. next day. Fare, 40s.	96
Meningie to **Milang** (Steamer, across Lake). Daily. Leave 6.30 a.m., due at Milang 10.30 a.m. Fare, 10s.	40
Milang to **Adelaide** (Coach). Daily. Leave at noon, due at Adelaide 6.30 p.m. Fare, 8s.	48
Through passengers stay one night at Penola. Fare, £8 13s. 7d.	676

ADELAIDE TO MELBOURNE.

	Miles.
Adelaide to **Milang** (Coach). Daily. Leave Adelaide 7 a.m., due Milang 12.30 p.m. Fare, 8s.	48
Milang to **Meningie** (Steamer, across Lake). Daily. Leave Milang 1 p.m., due Meningie 6 p.m. Fare, 10s.	40
Meningie to **Kingston** (Coach). Daily. Leave Meningie 6 p.m., due at Kingston 8 a.m. following day. Fare, 40s.	96
Kingston to **Naracoorte** (Railway). Daily. Leave Kingston 8.30 a.m., due at Naracoorte 11.30 a.m. Fare, 11s. 1d.	53
Naracoorte to **Hamilton** (Coach). Daily (Saturdays excepted). Leave 12.30 p.m., due at Hamilton 11.30 a.m. next day (Break of five hours at Casterton). Fare, 40s.	112
Hamilton to **Melbourne** (Railway). Daily (Sundays excepted). Leave 12.47 p.m., due in Melbourne 6.15 p.m. Fares—1st Class, 36s. 6d.; 2nd Class, 24s. 6d.	224
Through Journey **Adelaide** to **Melbourne** (64½) sixty-four and a quarter hours. Fare, £8 13s. 7d.	676

Passengers for Melbourne leaving Adelaide on Fridays lose one day at Penola.

JOINT RAIL AND COACH FARES.

Brisbane and Gympie to Tewantin, via Cooran.

Joint Rail and Coach Tickets will be issued from Brisbane to Tewantin, *via* Cooran, and *vice versâ*, as under:—

	£	s.	d.
First Class Return	25	0	
Second Class Return	18	4	

Also, from Gympie, Nashville, and Monkland to Tewantin, and Tewantin to Gympie, *via* Cooran, as under:—

	£	s.	d.
First Class Return	10	0	
Second Class Return	6	9	

Children, Half the above Fares.

These Tickets will be available for Return for One Calendar Month, and may be obtained at Brisbane Central Railway Booking Office and the following Agents:—

Mr. J. Tait, Tewantin.
Miss Mary Cox, Mary Street, Gympie.
Mr. G. F. Lister, Mount Pleasant, Nashville.
Mrs. Powell, Monkland.

Brisbane and Gympie to Tewantin, via Cooroy.

Joint Rail and Coach Tickets will be issued from Brisbane to Tewantin, *via* Cooroy, and *vice versâ*, as under:—

	£	s.	d.
First Class Return	23	3	
Second Class Return	17	3	

Also, from Gympie, Nashville, and Monkland to Tewantin, and Tewantin to Gympie, *via* Cooroy, as under:—

	£	s.	d.
First Class Return	12	0	
Second Class Return	10	0	

Children, Half the above Fares.

These Tickets will be available for Return for One Calendar Month, and may be obtained at Brisbane Central Railway Booking Office and the following Agents:—

Mr. J. Tait, Tewantin.
Miss Mary Cox, Mary Street, Gympie.
Mr. G. F. Lister, Mount Pleasant, Nashville.
Mrs. Powell, Monkland.
Mr. D. Martin, Tewantin.
Mr. J. Lyons, Mary Street, Gympie.
Mr. F. Gopsill, Grahams Street, Nashville.
Mr. J. T. McLeod, Monkland.

TRAIN SERVICE.

Central, depart	8.15 a.m.	Cooroy, depart	2.27 p.m.
Cooroy, arrive	11.25 p.m.	Cooroy, depart	2.52 p.m.
Cooran, arrive	12.21 p.m.	Central, arrive	6.40 p.m.
Gympie, depart	7.45 p.m.	Cooroy, depart	12.56 p.m.
Cooran, arrive	8.21 p.m.	Cooran, depart	12.22 p.m.
Cooroy arrive	2.52 p.m.	Gympie, arrive	1.5 p.m.

Coaches from Tewantin to Cooroy and Cooran and back run daily, and connect with the above Trains. For further particulars, *see* page 91.

QUEENSLAND GOVERNMENT RAILWAYS.

TOURISTS' TICKETS.

Tourists' Tickets (First Class), available for One Month, will be issued on application at the General Traffic Manager's Office, Brisbane, available as under, viz.:—

Between all Stations in the Southern Division, which includes all Railways as far North as Gladstone	£9	0	0
Between all Stations in the Southern and Central Divisions, which includes all Railways in the Southern Division and as far as Longreach and Branches ...	£12	0	0
Between all Stations in the Northern Division, which includes all Railways north of Rockhampton ...	£7	0	0

Short, Quick, and Cheap Route

TO THE POPULAR SEASIDE RESORT OF

CALOUNDRA.

Central, depart	8.15 a.m.;	Landsborough, arrive	10.34 a.m.
Landsborough, depart	10.38 a.m.;	Central, arrive	1.26 p.m.
Gympie, depart	7.20 a.m.	Landsborough, arrive	10.15 a.m.
Landsborough, depart	10.32 a.m.;	Gympie, arrive	1.6 p.m.

The Coaches from Caloundra to Landsborough and back run on Tuesdays and Saturdays, and connect with the above Trains.

Joint Rail and Coach Fares—Brisbane and Caloundra.

Joint Rail and Coach Tickets, available between Brisbane Central and Caloundra, *via* Landsborough, and *vice versâ*, are issued as under:—

First Class Return	20s.
Second Class Return	15s.

Children, Half Fares.

These Tickets are available by the 8.15 a.m. Train from Brisbane on Tuesdays and Saturdays, and by the 10.38 a.m. Train from Landsborough on each week day, and are available for return for One Month (exclusive of date of issue).

These Tickets may be obtained at the Brisbane Central Station Booking Office and at Caloundra.

For further particulars, apply to Station Master.

Special Coach any day suit Party at least 3 Passengers.

Queensland Railways.

QUICK SERVICE

BY

RAIL AND STEAMER

BETWEEN

Brisbane and North Queensland.

Passengers may book direct between Brisbane and Towns in North Queensland, and *vice versâ*, *viâ* Gladstone.

Passengers leaving Brisbane by rail at 10·25 p.m. on Fridays arrive at Gladstone at 12 noon on the following day, and at once embark on board the ss. "Bingera," reaching Townsville at 5·0 a.m. on the following Monday, thence to Cairns by connecting Steamer; and, similarly, passengers leaving Townsville by the ss. "Bingera" at 10·30 p.m. on Mondays arrive at Gladstone on the following Wednesdays, and are at once taken forward by rail to Brisbane, arriving there at 6·20 a.m. on Thursdays, connecting with the Sydney Mail.

Fares.

Stations.	Single.	Return.
Between Brisbane and—	£ s. d.	£ s. d.
Mackay	5 7 6	7 13 9
Bowen	5 15 0	9 11 3
Townsville	5 18 9	9 15 0
Charters Towers	6 8 9	10 10 0
Ravenswood	6 8 9	10 10 0
Hughenden	7 10 0	12 10 0
Richmond	7 15 0	12 15 0
Cloncurry	8 15 9	14 10 0
Winton	8 0 0	13 0 0
Cairns	6 17 6	10 17 6
Kuranda	7 1 6	11 5 0
Mareeba	7 7 6	11 15 0
Atherton	7 12 6	12 4 6

Children 3 years of age and under 12 years of age, Half Fares; Children 12 years of age and over, Full Fares.

The Fares cover First Class Accommodation and Sleeping Berths on the Railway, and First Saloon on board the Steamer.

Return Tickets are available for Six Calendar Months

Tickets may be obtained from the A.U.S.N. Company's Offices at Brisbane, Mackay, Bowen, Townsville, Cairns, and Charters Towers, and at the Railway Stations at Brisbane, Charters Towers, Ravenswood, Hughenden, Richmond, Cloncurry, Winton, Kuranda, Mareeba, and Atherton.

Single Tickets and the forward portions of Return Tickets are available for One Calendar Month.

A Second Class Sleeping Car is running on the Rockhampton Mail Train. The charge is 2s. 6d. per berth, but no bedding or attendant is supplied.

GREAT NORTHERN RAILWAY—CONTINUED.

UP TRAINS—TOWNSVILLE TO CHARTERS TOWERS AND CLONCURRY.

Height.	Miles.	Stations.	Pass. Daily.	Mxd. Daily, ex. Tues.	†Gds. Sat. only.	†Gds. Daily.	Pass. Daily.	Mail. Mon. only.	—	Fares from Townsville. Single. 1 cl.	Single. 2 cl.	Return. 1 cl.	Return. 2 cl.	Excursion. 1 cl.	Excursion. 2 cl.
Ft.			a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
7	...	**TOWNSVILLE** d	*7 0	...	...	1 35	6 50	9 0	...	...	...	...	...	...	...
		For intermediate stations, Townsville to Brookhill, see page 50.													
112	8	Brookhill	b 7 25	...	...	2 0	a 7 10	...	...	1 4	0 11	2 5	1 7	...	...
185	10	Stanley	d	...	...	d 2 8	d	...	...	1 8	1 2	3 0	2 0	2 8	1 9
123	13	Antil Plains	d	...	...	d 2 19	d	...	...	2 2	1 6	3 10	2 8	2 11	1 11
123	17	Toonpan	d	...	...	d 2 29	d	...	...	2 10	1 11	5 0	3 4	3 10	2 7
157	20	Barringba	a	...	...	a 2 4	a	...	...	3 5	2 3	5 11	4 0	4 6	3 0
205	23	Woodstock	a 7 58	...	...	3 0	a 7 43	...	...	3 11	2 8	6 10	4 7	5 2	3 5
233	27	Manton	a	...	...	a	a	...	...	4 7	3 1	8 0	5 4	6 1	4 1
233	29	Calcium	d	...	...	d	d	...	...	4 11	3 4	8 7	5 9	6 7	4 4
308	30	Philp's Siding ...	d	...	...	d	d	...	...	5 1	3 5	8 11	5 11	6 10	4 6
403	31	Plant Hill	d	...	...	d	d	...	...	5 3	3 6	9 2	6 2	7 0	4 8
243	35	Reid River R ... arr	8 25	...	...	3 33	8 10	...	...	5 11	4 0	10 4	6 11	7 11	5 3
		Ditto ... dep	8 30	...	...	3 38	8 15	10 15	...	...	...	...	...	...	...
330	41	Cardington	d	...	...	d	d	...	...	6 11	4 8	12 1	8 1	9 3	6 2
563	49	Haughton Valley ...	a 9 0	...	...	4 15	a 8 46	...	...	8 3	5 7	14 6	9 8	11 1	7 4
948	54	Ravenswood Junc. arr	9 25	...	...	4 40	...	...	...	9 1	6 0	15 11	10 6	12 1	8 0
		Ditto ... dep	9 30	...	...	5 0	a 9 10	...	...	...	...	...	...	...	...
925	57	Sala's Siding	d	...	...	d	d	...	...	9 6	6 4	16 8	11 0	12 8	8 5
995	59	Fanning	a	...	...	a	a	...	...	9 10	6 6	17 2	11 4	13 2	8 8
961	63	Exley	d	...	...	d	d	...	...	10 5	6 10	18 3	12 0	13 11	9 1
788	69	Macrossan ... arr	10 7	...	...	5 56	9 44	...	...	11 [illegible]	7 [illegible]	19 10	13 0	15 1	9 11
		Ditto ... dep	10 10	...	...	5 55	9 47	...	...	...	...	...	...	...	...
795	71	70½-mile Siding ...	...	...	...	d	d	...	...	11 8	7 7	20 4	13 4	15 6	10 2
835	71	Sellheim ... arr	...	...	...	6 5	...	...	...	11 8	7 7	20 4	13 4	15 6	10 2
		Ditto ... dep	a10 18	...	...	6 10	a 9 55	...	...	...	...	...	...	...	...
942	78	Plum Tree	d	...	...	d	d	...	...	12 8	8 3	22 2	14 6	16 11	11 0
897	50	79½ Miles	d	...	...	d	d	...	...	13 0	8 6	22 8	14 10	17 4	11 4
1004	82	**CH. TOWERS** arr	10 45	...	...	6 55	10 20	12 0	...	13 3	8 8	23 3	15 2	17 8	11 6
		Ditto R ... dep	●	11 5	9 10	●	●	12 20	...	...	...	...	...	...	...
1071	86	Sandy Creek	...	d	d	...	...	d	...	13 11	9 0	24 4	15 9	18 6	12 6
1119	90	Featherby	...	d	d	...	...	d	...	14 6	9 5	25 4	16 5	19 4	12 6
1151	94	Southern Cross ...	...	a	a	...	...	a	Tues.	15 1	9 9	26 5	17 1	20 1	13 0
1122	98	98-mile Siding... ...	...	d	d	...	...	d	Tues.	15 8	10 2	27 5	17 9	20 11	13 6
1041	102	Powlathanga	...	d	d	...	...	d		16 3	10 6	28 6	18 5	21 8	14 0
1067	109	Balfe's Creek ... arr	...	12 25	10 45	...	...	1 17	...	17 4	11 2	30 4	19 7	23 1	14 11
		Ditto ... dep	...	12 35	●	...	...	1 20	...	...	...	...	...	...	...
1115	112	Owini	...	d	...	...	...	d	...	17 9	11 6	31 1	20 1	23 8	15 4
1128	116	Lamond	...	d	...	...	...	d	...	18 5	11 10	32 2	20 8	24 6	15 10
...	...	118-Miles	...	d	...	...	...	d	...	...	...	...	...	...	...
1112	123	Thalanga	...	d	...	...	...	d	...	19 5	12 6	34 0	21 10	25 11	16 7
1127	128	Homestead R arr	...	1 35	...	...	...	...	...	20 2	13 0	35 4	22 8	26 11	17 3
		Ditto ... dep	...	1 55	...	...	...	a2 5	...	...	...	...	...	...	...
1213	136	Mundic Creek ...	...	d	...	...	...	d	...	21 5	13 9	37 5	24 0	28 6	18 3
1231	142	Cape River	...	d	...	...	...	d	...	22 3	14 3	39 0	25 0	29 8	19 0
1318	148	Pentland ... arr	...	2 55	...	...	...	2 50	...	23 2	14 10	40 7	25 11	30 11	19 10
		Ditto ... dep	...	3 5	...	...	...	3 0	...	...	...	...	...	...	...
1450	160	Warrigal	...	d	...	...	...	d	...	25 0	16 0	43 9	27 11	33 4	21 4
1819	170	Burra	...	d	...	...	...	d	...	26 6	16 11	46 4	29 7	35 4	22 6
1528	180	Torrens Creek arr	...	4 55	...	...	...	4 15	...	28 0	17 10	49 0	31 2	37 4	23 9
		Ditto ... dep	...	5 15	...	...	...	4 25	...	...	...	...	...	...	...
1469	190	Eurunga	...	d	...	...	...	d	...	...	...	...	...	...	...
1416	195	Warreah	...	d	...	...	...	d	...	30 3	19 3	52 11	33 7	40 4	25 8
1427	291	Karoon	...	d	...	†Gds.	†Gds.	d	...	31 2	19 10	54 6	34 8	41 6	26 5
1414	208	Prairie ... arr	...	6 35	...			5 25	...	32 2	20 6	56 4	35 10	42 11	27 4
		Ditto ... dep	...	6 55	...	Mon. only.	Thur. & Sat.	5 30	...	...	...	...	...	...	...
...	...	214-Miles	...	d	...			...	...	...	...	...	...	...	...
1169	222	Jardine Valley ...	...	d	...			d	...	34 3	21 9	60 0	38 1	45 8	29 0
1072	236	**HUGHENDEN** a	...	8 20	...	a.m.	a.m.	6 42	...	36 5	23 1	63 8	40 5	48 6	30 9
		Ditto ... dep	...	●	...	5 10	5 45	7 15	...	...	...	...	...	...	...
926	...	Boree	...	...	...	d	d	d	...	38 8	24 5	67 7	42 10	51 6	32 7
826	263	Dunluce	...	...	...	d	d	d	...	40 2	25 4	70 3	44 5	53 7	33 10
876	277	Marathon ... arr	...	...	...	7 35	8 10	...	...	42 0	26 5	73 6	46 2	56 1	35 2
		Ditto ... dep	...	...	...	7 45	8 20	9 5	...	...	...	...	...	...	...
606	307	**RICHMOND** ...	...	...	...	9 25	10 0	10 45	...	46 0	28 8	80 6	50 2	61 4	38 2
		Ditto ... dep	...	...	...	9 55	10 20	11 5	...	...	...	...	...	...	...
677	310	Carrar	...	...	...	d	d	d	...	46 4	28 11	81 2	50 7	61 10	38 6
553	337	Maxwelton ... arr	...	...	...	11 40	11 55	12 25	...	49 11	30 11	87 5	54 1	66 6	41 2
		Ditto ... dep	...	...	...	11 50	12 5	12 30	...	...	...	...	...	...	...
515	350	Nonda ... ... arr	...	...	...	12 35	12 48	1 5	...	51 7	31 11	90 4	55 10	68 10	42 6
		Ditto ... dep	...	...	...	12 55	1 3	1 15	...	...	...	...	...	...	...
460	368	Nelia ... ... arr	...	...	...	1 55	1 55	2 1	...	54 0	33 3	94 6	58 2	72 0	44 4
		Ditto ... dep	...	...	...	2 5	2 5	2 6	...	...	...	...	...	...	...
...	382	Quarrell's Siding ...	...	...	...	...	...	d	...	...	...	...	...	...	...
405	398	Julia Creek ... arr	...	...	...	3 50	3 45	3 25	...	57 11	35 6	101 4	62 1	77 2	47 4
		Ditto ... dep	...	...	...	4 10	4 5	3 45	...	...	...	...	...	...	...
...	...	Eddington Siding ...	...	...	...	...	...	d	...	...	...	...	...	...	...
405	414	Gilliat ... ... arr	...	...	...	5 10	5 0	4 30	...	60 0	36 8	105 0	64 2	80 0	48 11
		Ditto ... dep	...	...	...	5 20	5 10	4 35	...	...	...	...	...	...	...
...	435	Gilmore's Siding ...	...	...	...	d	d	...	...	...	...	...	...	...	...
428	442	Oorindi... ... arr	...	...	...	6 55	6 40	5 50	...	63 8	38 9	111 5	67 11	84 11	51 8
		Ditto ... dep	...	...	...	7 5	6 55	6 0	...	...	...	...	...	...	...
632	464	Kaampa	...	...	...	d	d	d	...	66 7	40 5	116 6	70 9	88 9	53 11
676	469	Yurbi	...	...	...	d	d	d	...	67 2	40 10	117 8	71 5	89 8	54 5
633	480	**CLONCURRY** ...	...	...	...	9 15 p.m.	9 0 p.m.	7 45 p.m.	...	68 8	41 8	120 2	72 10	91 7	55 6

* The 7·0 a.m. Train from Townsville meets the Mail Steamer from the South at the Jetty Wharf on Mondays. Fares—Single, 6d.; Return, 1s.

First and Second Class Sleeping Cars will be attached to the 9·0 p.m. Mail Train from Townsville on **Monday**.

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

GREAT NORTHERN RAILWAY—CONTINUED.

DOWN TRAINS—CLONCURRY TO CHARTERS TOWERS AND TOWNSVILLE.

Stations.			Mail.	Pass.	†Gds.	†Gds.	Mxd.	Pass.	†Gds.	—	Fares from Charters Towers.					
											Single.		Return.		Excursion.	
			Sun.	Daily	Daily	Sat. only.	Daily	Daily	Tues., Wed., & Fri		1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
			a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m	a.m.	s. d	s. d	s. d.	s. d.	s. d.	s. d.
CLONCURRY	...	dep	8 45	...	...	...	...	...	5 15	...	57 1	35 6	101 4	62 1	77 2	47 4
Yurbi	...	...	d	...	...	...	...	...	d	...	56 6	34 8	98 9	60 8	75 4	46 2
Kaampa	...	...	d	...	...	...	...	...	d	...	55 10	34 5	97 8	60 6	74 5	45 8
Oorindi	...	arr	10 30	...	...	...	...	...	7 20	...	52 10	32 7	92 5	57 0	70 5	43 5
Ditto	...	dep	10 40	...	...	...	...	...	7 35	...	...	...	...	...	...	...
Gilmore's Siding	...	...	d	...	...	...	...	...	d	...	...	...	...	...	...	...
Gilliat	...	arr	11 55	...	...	...	...	...	9 5	...	49 3	30 6	86 2	53 5	65 8	40 9
Ditto	...	dep	12 0	...	...	...	...	...	9 15	...	...	...	...	...	...	...
Eddington Siding	...	..	d	...	...	...	...	...		...	...	...	...	...	...	...
Julia Creek	...	arr	12 45	...	...	...	...	...	10 10	...	47 0	29 3	82 3	51 3	62 8	39 0
Ditto	...	dep	1 5	...	...	...	...	...	10 30	...	...	...	...	...	...	...
Quarrell's Siding	...	...	d	...	...	...	...	...		...	...	...	...	...	...	...
Nelia	...	arr	2 24	...	...	...	...	...	12 10	...	43 1	27 0	75 5	47 3	57 5	36 0
Ditto	...	dep	2 25	...	...	...	...	...	12 20	...	...	...	...	...	...	...
Nonda	...	arr	3 15	...	...	...	...	...	1 12	...	40 11	25 9	71 6	45 0	54 5	34 3
Ditto	...	dep	3 25	...	...	...	...	...	1 27	...	...	...	...	...	...	...
Maxwelton	...	arr	4 0	...	...	...	...	...	2 10	...	39 0	24 8	68 3	43 2	52 0	32 11
Ditto	...	dep	4 5	...	...	...	...	...	2 20	...	...	...	...	...	...	...
Carrar	...	..	d	...	...	...	...	...	d	...	...	...	...	...	...	...
RICHMOND	...	arr	5 25	...	...	...	...	...	3 55	...	34 7	22 0	60 6	38 5	46 1	29 3
Ditto	...	dep	5 45	...	...	...	...	...	4 15	...	...	...	...	...	...	...
Marathon	...	arr	7 25	...	...	...	...	...	5 55	...	30 3	19 3	52 11	33 7	40 4	25 8
Ditto	...	dep	7 35	...	...	...	...	...	6 5	...	...	...	...	...	...	...
Dunluce	...	...	d	...	...	...	...	...	d	...	28 0	17 10	49 0	31 2	37 4	23 9
Boree	...	...	d	...	...	...	...	...	d	...	26 4	16 10	46 1	29 5	35 1	22 5
HUGHENDEN	...	arr	9 20	...	...	...	...	...	8 30	...	24 1	15 5	42 2	26 11	32 1	20 6
Ditto	...	dep	10 0	...	...	...	7 45	...	●	...	...	...	...	...	...	...
Jardine Valley	...	...	d	...	...	...	d	...	...	...	22 0	14 1	38 5	24 8	29 4	18 9
214 Miles	...	...	...	...	...	...	d	...	...	...	...	...	...	...	...	...
Prairie	...	arr	11 15	...	...	...	9 5	...	...	...	19 11	12 9	34 9	22 4	26 6	17 0
Ditto	...	dep	11 20	...	...	...	9 15	...	...	...	...	...	...	...	...	...
Karoon	...	...	d	...	...	...	d	...	...	...	18 8	12 0	32 8	21 0	24 11	16 0
Warreah	...	...	d	...	...	...	d	...	...	...	17 11	11 7	31 4	20 3	23 11	15 5
Eurunga	...	...	d	...	...	...	d	...	...	...	...	...	...	...	...	...
Torrens Creek	...	arr	12 20	...	...	...	10 35	...	...	...	15 8	10 2	27 5	17 9	20 11	13 6
Ditto	...	dep	12 30	...	...	...	10 55	...	...	...	...	...	...	...	...	...
Burra	...	...	d	...	...	...	d	...	...	...	14 0	9 1	24 7	15 11	18 8	12 1
Warrigal	...	...	d	...	...	...	d	...	...	...	12 8	8 3	22 2	14 6	16 11	11 0
Pentland	...	arr	1 45	...	...	...	12 45	...	...	...	10 11	7 2	19 0	12 6	14 6	9 6
Ditto	...	dep	1 55	...	...	...	12 55	...	...	...	...	...	...	...	...	...
Cape River	...	...	d	...	...	...	d	...	...	...	9 10	6 6	17 2	11 4	13 2	8 8
Mundic Creek	...	...	d	...	...	...	d	...	...	...	9 1	6 0	15 11	10 6	12 1	8 0
Homestead R	...	arr	...	...	...	...	1 55	...	...	...	7 7	5 1	13 3	8 11	10 2	6 9
Ditto	...	dep	a 2 40	...	...	...	2 15	...	...	...	...	...	...	...	...	...
Thalanga	...	...	d	...	...	...	d	...	...	...	6 11	4 8	12 1	8 1	9 3	6 2
118 Miles	...	...	d	...	...	...	d	...	...	...	...	...	...	...	...	...
Lamond	...	...	d	...	...	...	d	...	...	...	5 7	3 9	9 9	6 6	7 5	4 11
Owini	...	...	d	...	...	...	d	...		...	4 11	3 4	8 7	5 5	6 7	4 4
Balfe's Creek	...	arr	3 25	...	...	...	3 20	...		...	4 5	2 11	7 9	5 1	5 11	3 11
Ditto	...	dep	3 28	...	...	7 15	3 30	...	Mxd.	...	...	...	...	...	...	...
Powlathanga	...	...	d	...	...	d	d	...		...	3 5	2 3	5 11	4 0	4 6	3 0
98-mile Siding	...	...	d	...	...	d	d	...	Sat.	...	2 8	1 10	4 9	3 2	3 7	2 5
Southern Cross	...	...	a	...	...	a	a	...	only.	...	2 0	1 4	3 6	2 5	2 8	1 9
Featherby	...	...	d	...	...	d	d	...		...	1 2	0 10	2 1	1 5	...	...
Sandy Creek	...	...	d	...	...	d	d	...		...	0 6	0 4	0 11	0 7	...	...
CHARTERS		arr	4 25	...	...	8 55	5 0	...	p.m.	...	...	...	...	...	...	...
TOWERS	R	dep	4 40	S 10	2 35	●	●	5 40	10 35	...	...	...	...	...	...	...
79¼ Miles	...	...	...	d	d	...	...	d	d	...	0 6	0 4	0 11	0 7	...	...
Plum Tree	...	...	...	d	d	...	...	d	d	...	0 8	0 5	1 2	0 10	...	...
Sellheim	...	...	Monday.	a 8 35	5 [illegible]	...	...	a 6 7	11 10	...	1 10	1 3	3 3	2 2	2 8	1 9
70½-mile Siding	...	...	d	d	...	...	...	d	d	...	2 0	1 4	3 6	2 5	2 8	1 9
Macrossan	...	arr	...	...	3 20	...	...	6 15	11 20	...	2 2	1 6	3 10	2 8	2 11	1 11
Ditto	...	dep	...	8 45	3 25	...	...	6 18	●	...	...	...	...	...	...	...
Axle	...	...	...	d	d	...	...	d	...	...	3 5	2 3	5 11	4 0	4 6	3 0
Fanning	...	...	...	a	a	...	...	a	...	...	3 11	2 8	6 10	4 7	5 2	3 5
Sala's Siding	...	...	...	d	d	...	...	d	...	...	4 5	2 11	7 9	5 1	5 11	3 11
Ravenswood Junction		arr	...	9 20	4 20	...	...	...	...	...	4 11	3 4	8 7	5 9	6 7	4 4
Ditto	...	dep	...	9 30	4 40	...	...	6 55	...	...	...	...	...	...	...	...
Haughton Valley	...	...	...	a 9 50	5 5	...	...	a 7 15	...	...	5 7	3 3	9 9	6 0	7 5	4 11
Cardington	...	...	...	d	d	...	...	d	...	...	6 11	4 8	12 1	8 1	9 3	6 2
Reid River	R	arr	6 25	10 21	5 45	...	...	7 50	...	...	7 11	5 4	13 11	9 3	10 7	7 1
Ditto	...	dep	6 30	10 25	5 50	...	...	8 10	...	...	...	...	...	...	...	...
Plant Hill	...	...	...	d	d	...	...	d	...	...	8 8	5 9	15 1	10 0	11 6	7 8
Philp's Siding	...	...	...	d	d	...	...	d	...	...	8 9	5 10	15 4	10 2	11 8	7 10
Calcium	...	...	...	d	d	...	...	d	...	...	9 1	6 0	15 11	10 6	12 1	8 0
Manton	...	...	...	a	a	...	...	a	...	...	9 3	6 1	16 2	10 8	12 4	8 1
Woodstock	...	...	...	a10 52	6 25	...	...	a 8 38	...	...	9 10	6 6	17 2	11 4	13 2	8 8
Barringha	...	...	...	a	a 6 35	...	...	a	...	...	10 3	6 9	18 0	11 10	13 9	9 0
Toonpan	...	...	...	d	d 6 44	...	...	d	...	...	10 11	7 2	19 0	12 6	14 6	9 6
Antil Plains	...	...	...	d	d 6 53	...	...	d	...	...	11 4	7 5	19 10	13 0	15 1	9 11
Stanley	...	...	...	d	d 7 3	...	...	d	...	...	11 9	7 9	20 7	13 6	15 8	10 3
Brookhill	...	...	...	a11 25	7 15	...	...	a 9 18	...	...	12 1	7 11	21 2	13 10	16 2	10 6

For intermediate stations, Brookhill to Townsville, see page 50.

			a.m.					p.m.								
TOWNSVILLE	...	arr	7 40	11 45	7 45	...	...	9 40	...	...	13 3	8 8	23 3	15 2	17 8	11 6

NOTE.—Passengers for Southern Steamer, arriving at Townsville at 9·40 p.m. on Monday, will be conveyed to Jetty Wharf, leaving Townsville Station at 9·55 p.m. Fares—Single, 6d.; Return, 1s.

First and Second Class Sleeping Cars will be attached to the 8·45 a.m. Mail Train from Cloncurry on Sundays.

From Newport to Manchester *via* Moat Lane Jct in 1956

JIM STOKES

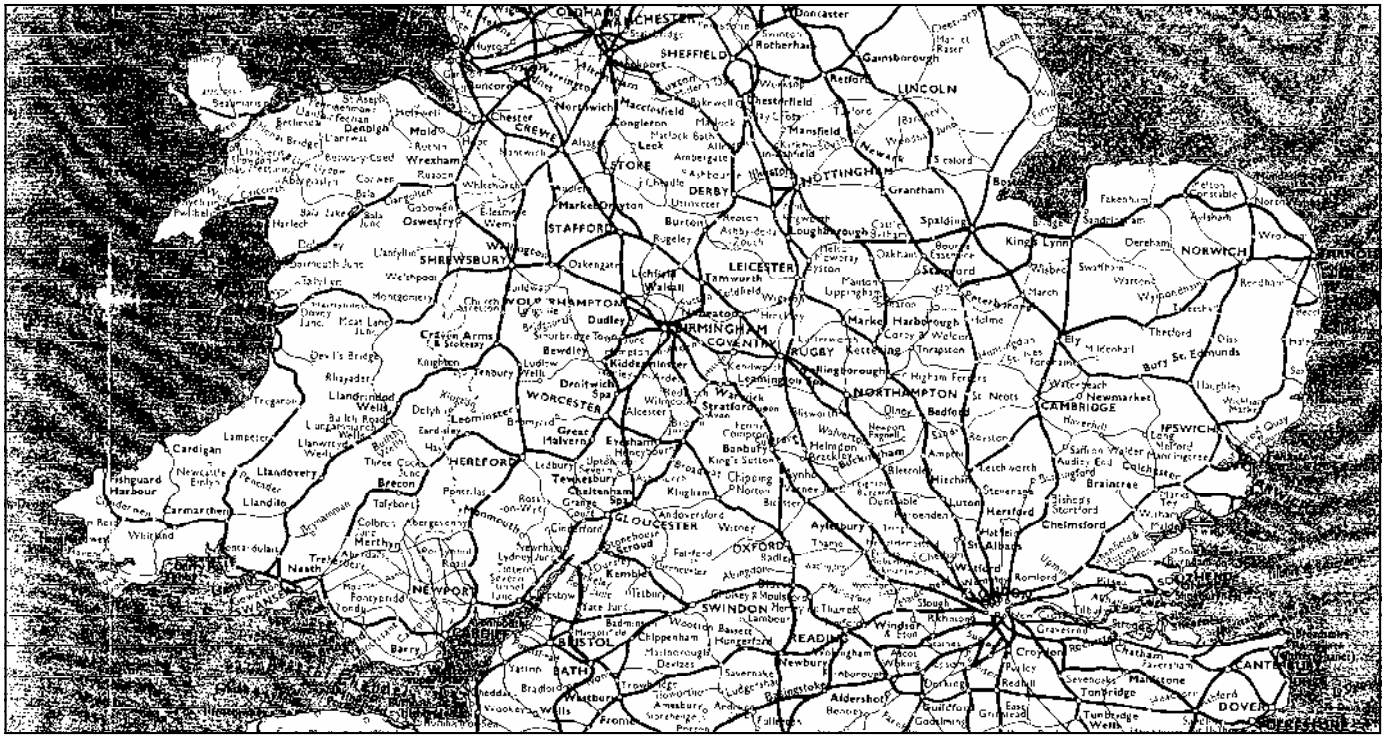
Any rational person who wanted to travel from Newport in South Wales to Manchester in the summer of 1956 would have taken the 8.55 a.m. express from Cardiff via the West to North main line. This left Newport at 9.15 a.m. and stopped only at Pontypool Road (to pick up through cars from Bristol Temple Meads via the Severn Tunnel and the Maindee triangle), Hereford, Shrewsbury, Crewe, Wilmslow and Stockport (Edgeley), arriving at Manchester (London Road) at 1.37 p.m.

However if you were one of those people who believe that it is better to travel hopefully than to arrive there was a much better way of doing it. At 8.03 a.m. a Great Western pannier tank or an 0-6-0 and a couple of coaches left Newport for Brecon on the old Brecon and Merthyr Railway. DS Barrie, the historian of the B & M, said that before the grouping in 1922 the line traversed no fewer than 21 junctions, in the course of which the rolling stock of eight other companies could be seen. Even when he wrote in the 1950s he said 'there is still no finer prospect of South Wales for the money'. From Newport the line climbed over the ridge between the Ebbw and Rhymney valleys and then swung north up the latter, with a distant view of Caerphilly Castle. From Maesycwmmer the line was in typical South Wales mining country, with collieries, coke ovens and factories crammed into the narrow valley floor and terraces of miners' cottages climbing the steep hillsides. The B & M line paralleled the Cardiff – Rhymney main line on the west bank of the river until Bargoed, where it crossed the river to share the Rhymney's Bargoed station before turning away on a long slog on grades as steep as 1 in 38 up onto the bleak moor lands above Dowlais and Merthyr.

At Dowlais the line passed over the London and North-Western line from Abergavenny to Merthyr and then dropped down through Pant (which had a short branch into Dowlais Central) to Pontsticill Jct, where there was a connecting service from and to Merthyr via a spur to the LNW line. Pontsticill marked the end of industrial territory and the start of mountain country through the Brecon Beacons. The line ran beside the reservoirs of the Taf Fechan valley and then made another formidable ascent to Torpantau tunnel, which took it through the divide between the Taff and Usk river systems. Beyond the tunnel it descended the famous Seven Mile Bank, much of it at 1 in 38, with a runaway siding half way down the hill at Pentir Rhiw.

At Talybont the line crossed the Usk and headed north to Talyllyn Jct. Here we left the Brecon train and awaited the arrival of the 10.32 a.m. Brecon - Builth Road (Low Level), headed by one of the neat little Ivatt 2-6-0s. At Three Cocks Jct (picture page 15, top) there was a connecting service to Hereford over the former Midland line, but we headed north up the Wye valley on the former Cambrian Railway's Mid Wales line through some of the most attractive scenery in Wales. Builth Road (map, page 15, lower) offered a refreshment room and perhaps a glimpse of a Stanier 4-6-0 or 2-8-0 at the high level platforms on the L&NW Central Wales line from Craven Arms to Swansea. Another 2-6-0 then arrived with the 12.45 p.m. Builth Wells – Moat Lane Jct and we continued up the Wye valley to Rhayader, before beginning the third major ascent of the day up through the wild moor country around Pantydwr. We then dropped down into the Severn valley to Llanidloes, which had a locomotive shed and a massive two storey station building that seemed rather generous for a small town on a remote branch line (picture, page 18).

We arrived at Moat Lane Jct at 2.09 p.m. to await the arrival of the 12.45 p.m. semi fast out of Aberystwyth on the Cambrian main line, probably headed by a Great Western Manor class 4-6-0. Between Newtown and Abermule we passed the site of a disastrous head-on collision in 1921, an accident that proved there is no safeworking system in the world that cannot be



defeated by a sufficiently determined set of idiots working in combination. At Welshpool we dropped the Shrewsbury portion of the train and got a glimpse of the 762 mm gauge line to Llanfair, then in the last months of British Railways' freight operation. We had ten minutes at Oswestry, still the Cambrian section's main locomotive depot and workshops, and then stopped at all 11 stations to Crewe, having traversed the full south – north extent of the Cambrian from Talyllyn Jct to Whitchurch. From Crewe the 3.55 p.m. from Birmingham (New Street) got us into Manchester (London Road) at 6.19 p.m. This was nearly five hours after the arrival of the 8.55 a.m. express from Cardiff, but I know which route I would have chosen.

Unfortunately economists have little patience with people who prefer to travel hopefully rather than to arrive. Passenger services to Brecon from Neath, Newport, Hereford and Moat Lane all ceased in 1962, even before Dr Beeching could catch up with them. Freight services between Talyllyn and Llanidloes and on parts of the line south of Pant ceased at the same time. Freight traffic ceased in 1964 between Merthyr, Pant and Brecon and in 1967 between Llanidloes and Moat Lane. The remainder of the B&M line gradually died with the coal industry, the only surviving section being between Newport and a quarry at Machen. North of Moat Lane the Welshpool – Whitchurch line went in 1965, apart from the section between Llynclys and Oswestry, which is now a preservation venture.

However all is not lost. I never travelled on the Mid Wales, but I did see the Manors working between Shrewsbury and Aberystwyth in 1965. In more recent times I have explored the whole route from Newport to Moat Lane and travelled the Central Wales line, which remains one of the most attractive rail trips in Britain. Most impressive is the 610 mm gauge Brecon Mountain Railway, which has re-laid the B&M line from Pant to Torpantau, although it is currently operating only as far as Dolygaer (right, middle).

The accompanying map and timetables come from Bradshaw's monthly guide to British Railways No 1472, covering the period from 7 May to 10 June 1956. This massive and much cherished tome is the result of an aunt in England asking me what I wanted for my 13th birthday. The complete Bradshaw was probably not the gift suggestion she was expecting, but to her everlasting credit it duly arrived in Tasmania by sea mail.

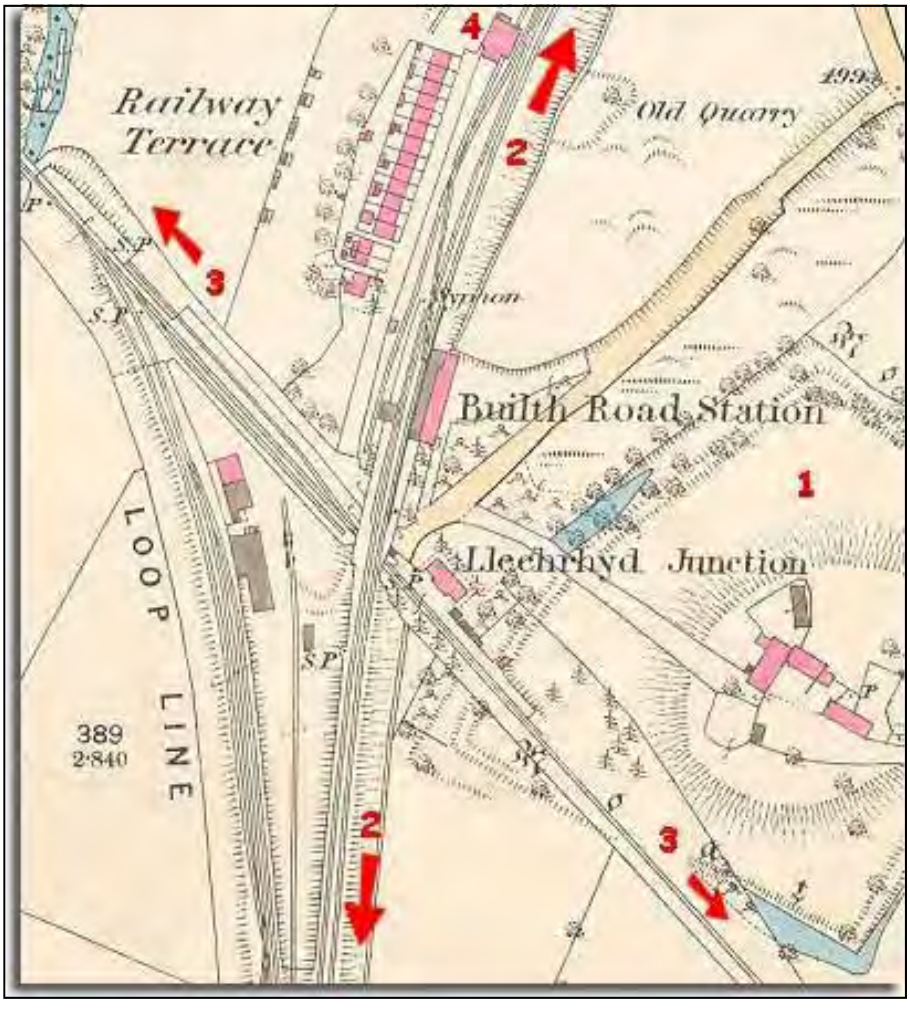


Table 121 NEWPORT, CAERPHILLY, PONTYPRIDD, DOWLAIS, MERTHYR and BRECON

Week Days only

		am	am	am	am	am	am	am	am	am	am	am		am	am	am		pm	pm	pm	pm	pm
		w	w	w	w	w	w	w	③					③		③			③	w ③	w ③	
	Newport ... dep	..	..	..	..	..	6 25	..	..	8 3	..	8 35	..	..	..	1115	..	1210	..			1 15
3	Bassaleg A ... dep	....	....	....	....	....	6 37	....	....	8 12	....	8 44	....	....	....	1125	....	1218	....	....	....	1 24
4½	Church Road Halt ... dep	..	..	..	..	..	..	..	..	Aa	..	..	..	..	..	1133	..	1227	..	..	..	Aa
7½	Machen ... dep	5 10	....	....	....	....	6 55	7 20	....	8 26	....	8 58	....	9 27	....	1139	1145	1232	....	....	....	1 38
9	Waterloo Halt ... dep	....	....	....	....	....	....	....	....	....	....	....	....	9 32	....	....	1150	1236	....	....	....	....
10½	Gwernydomen Halt ... dep	..	..	..	..	..	..	..	..	..	..	..	..	9 35	..	..	1153	1240	..	..	..	..
11½	Caerphilly ... { arr	....	....	....	....	....	7 5	....	....	....	....	9 6	....	9 40	....	....	1158	1245	....	....	....	....
	{ dep	..	..	..	..	..	..	..	8 5	..	..	9 12	..	9 42	..	..	1159	..	1253	..	..	..
14	Nantgarw Halt ... dep	....	....	....	....	....	....	....	8 10	....	....	....	....	9 46	....	....	12 3	Stop	1258	....	....	....
14½	Groeswen Halt ... dep	..	..	..	..	..	..	..	8 12	..	..	..	..	9 49	..	..	12 5	..	1 0	..	..	..
15½	Upper Boat Halt ... dep	....	....	....	....	....	....	....	8 15	....	....	....	....	9 51	....	....	12 8	....	1 3	....	....	....
16½	Dynea Halt ... dep	..	..	..	..	..	..	..	8 17	..	..	..	..	9 54	..	..	1210	..	1 6	..	..	..
17½	Treforest Halt. ... dep	....	....	....	....	....	....	....	8 21	....	....	....	....	9 57	....	....	1214	....	1 10	....	....	....
19½	Pontypridd ... arr	..	..	..	..	..	Except Saturdays	..	8 26	..	..	9 26	..	10 1	..	..	1218	..	1 13	..	..	..
9½	Trethomas ... dep	5 17	....	....	....	....	Stop	7 26	Stop	8 33	....	....	....	Stop		1145	....	....	....			1 46
10½	Bedwas ... dep	5 20	..	..	..	..	..	7 30	..	8 36	..	..	..	..		1149	..	..	..			1 48
15½	Maesycwmmer B ... dep	5 30	....	....	....	....	....	7 40	....	8 48	8 55	....	....	....		1159	....	....	....			1 58
16½	Fleur-de-lis Platform ... dep	5 34	..	..	..	..	..	7 43	..	8 52	8 58	..	..	..		12 2	..	..	..			2 4
17½	Pengam (Mon.) ... dep	5 40	....	....	6 34	....	....	7 48	....	8 55	9 2	....	....	....		12 6	....	....	....			2 10
19	Aberbargoed ... dep	5 49	..	..	6 42	..	..	7 56	..	..	9 10	..	..	..		..	..	..	..			2 18
20	Cwmsyfiog ... dep	5 55	....	....	6 49	....	....	8 2	....	....	9 17	....	....	....		....	....	....	....			2 24
21½	New Tredegar ... arr	6 0	..	..	6 56	..	..	8 8	..	..	9 22	..	..	..		..	..	..	..			2 31
–	131Cardiff (Queen St) dep	Stop	....	5 15	....	6 35	....	....	....	8 15	....	....	....	....		9 55	1055	....	....	....	1220	1 0	....
18½	Bargoed ... dep	..	5 37	6 40	..	7N35	..	..	..	9F 8	..	..	..	..		11N35	1215	..	..	..	1 34	1 48	..
21	Darran and Deri ... dep	....	5 46	6 50	....	7N41	....	....	....	9 15	....	....	....	....		11N41	1222	....	....	....	1 44	1 57	....
21½	Ogilvie Village Halt ... dep	..	5 50	6 54	..	7N45	..	..	..	9 19	..	..	..	..		11N45	1226	..	..	..	1 48	..	..
23½	Fochriw ... dep	....	6 10	7 8	....	7N57	....	....	....	9 32	....	....	....	....		11N55	1236	....	....	....	2 2	2 15	....
25½	Pantywaun Halt ... dep	..	..	7 15	..	8N 5	..	..	..	9 39	..	..	..	..		12N 2	1243	..	..	..	2 10	..	..
26½	Dowlais Top ... dep	....	....	7 19	....	8N 9	....	....	....	9 42	....	....	....	....		12N 6	1246	....	....	....	2 13	....	....
28½	Pant ... arr	..	..	7 23	..	..	..	..	..	9 46	..	..	..	..		..	1250	..	..	..	2 17	..	..
29½	122Dowlais (Cen.) { arr		....	7 34	....	....	....	....		....	....	....	....	....		....	....	....	....		2 30	....	..
	{ dep		..	..	..	..	..	..		..	..	..	..	..		..	..	..	.		..	..	....
–	Pant ... dep		....	....	....	....	....	....		9 47	....	....	....	....		....	1251	....	....		....	....	....
29½	Pontsticill Junction ... arr		..	..	..	..	..	..		9 51	..	..	..	..		..	1254	..	.		..	..	..
36½	123Merthyr ③ ... { arr		....	....	....	....	....	....		1024	....	....	....	....		....	1 40	....	....		....	....	....
	{ dep		..	..	..	..	..	..		9 28	..	..	..	..		..	1225	..	.		..	..	..
–	Pontsticill Junction ... dep		....	....	....	....	....	....		9 58	....	....	....	....		....	1255	....	....		....	....	....
31½	Dolygaer ... dep		..	..	..	..	..	..		10 2	..	..	..	..		..	1 0	..	.		..	..	..
33	Torpantau ... dep		....	....	....	....	....	....		1010	....	....	....	....		....	1 5	....	....		....	....	....
37	Pentir Rhiw ... dep		..	..	..	..	..	..		1018	..	..	..	..		..	1 12	..	.		..	..	..
40½	Talybont-on-Usk ... dep		....	....	....	....	....	....		1026	....	....	....	....		....	1 19	....	....		....	....	....
43	Talyllyn Junction ... { arr	am	..	..	..	..	am	..	am	1034	..	..	..	pm		..	1 28	..	.	pm	..	..	..
	{ dep	7 47	....	....	....	....	8 40	....	1012	1044	....	....	....	1235		....	1 36	....	....	2 12	....	....	....
45	Groesffordd Halt ... dep	7 52	..	..	..	..	8 45	..	..	1050	..	..	..	1240		..	..	..	.	2 17	..	..	..
47	Brecon ... arr	7 57	....	....	....	....	8 50	....	1021	1054	....	....	....	1245		....	1 44	....	....	2 23	....	....	....

From Builth Road (L.L.) (Table 185) — From Three Cocks Junction (Table 185) — From Builth Road (L.L.) (Table 185) — From Moat Lane Junction (Table 185) — From Builth Road (Table 185)

For Notes, see page 176

Table 122 PANT and DOWLAIS

Week Days only

		am	pm	pm	pm	pm	pm															
		w	S w		E w		E w															
	Pant ... dep	7 28	..	2 24	..	3 22	..	1122	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1½	Pantysgallog Halt D ... dep	7 31	....	2 27	....	3 25	....	1125	....	....	....	....	....	....	....	....	....	....	....	....	....	....
4	Dowlais (Central) ... arr	7 34	..	2 30	..	3 28	..	1131	..	..	..	..	..	..	..	..	..	..	..	..	..	..

D High Level. E Except Saturdays. S Saturdays only w Workmen's Train.

Table 184 — continued

ABERYSTWYTH, WELSHPOOL, OSWESTRY and WHITCHURCH

Week Days

Aberystwyth dep	..	..	..	..	..	7 35	..	..	..	9 55	..	..	1115	..	1245	..	..	..	..	..	..	..	..
Bow Street	....	....	....	....	....	7 45	....	....	....	10 5	....	....	1125	....	....	....	....	....	....	....	....	....	....
Llandre	..	..	..	..	..	7 50	..	..	..	10 10	..	..	1131	..	..	..	..	..	..	..	..	..	..
Borth	....	....	....	....	....	7 55	....	....	....	10 15	....	....	1138	....	1 5	....	....	....	....	....	....	....	....
Ynyslas	..	..	..	..	..	8 0	..	..	..	10 20	..	..	1144	..	..	..	..	..	..	..	..	..	..
Glandyfi	....	....	....	....	....	8 10	....	....	....	10 29	....	....	1154	....	....	....	....	....	....	....	....	....	....
Dovey Junction arr	..	..	..	..	..	**8 13**	..	..	..	**10 32**	..	..	**1157**	..	1 21	..	..	..	..	..	..	..	..
189Pwllheli dep	....	....	....	....	....	5 50	....	....	....	7 40	....	....	9 45	....	1025	....	....	....	....	....	....	....	....
189Barmouth	..	..	..	..	..	7 12	..	..	..	9 30	..	..	11 0	..	1218	..	..	..	..	..	..	..	..
189Towyn	....	....	....	....	....	7 46	....	....	....	10 5	....	....	1133	....	1254	....	....	....	....	....	....	....	....
189Aberdovey	..	..	..	..	..	7 53	..	..	..	10 11	..	..	1140	..	1 0	..	..	..	..	..	..	..	..
Dovey Junction dep	....	....	....	....	....	**8 18**	....	....	....	**10 36**	....	....	12µ5	....	**1 26**	....	TC Aberystwyth dep 12 45 pm to Shrewsbury						
Machynlleth { arr	..	..	..	..	..	**8 25**	..	..	..	**10 42**	..	..	**1213**	..	1 32	..							
Machynlleth { dep	....	....	**6 35**	....	**7 45**	**8 26**	....	....	....	**10 45**	....	....	**1216**	....	**1 36**	....							
Cemmes Road	..	..	6 45	..	7 55	8 36	..	..	..	10 55	..	..	1227	..	..	..							
Commins Coch Halt	....	....	6 49	....	7 59	8 40	....	....	....	10 59	....	....	....	....	....	....							
Llanbrynmair	..	..	6 57	..	8 10	8 49	..	..	..	11 7	..	..	1240	..	..	..							
Talerddig	....	....	7 8	....	8 21	**dd**	....	....	....	**aa**	....	....	....	....	....	....							
Carno	..	..	7 12	..	8 25	9 4	..	..	..	11 22	..	..	1255	..	..	..							
Pontdolgoch	....	....	7 20	....	8 34	9 11	....	....	....	11 30	....	....	2	....	....	....							
Caersws	..	..	7 24	..	8 38	9 15	..	..	..	11 33	..	..	6	..	..	..							
Moat Lane Junction. arr	....	....	**7 27**	....	**8 41**	**9 18**	....	....	....	**11 36**	....	....	9	....	**2 18**	....							
185Brecon dep	..	..	..	..	..	6 30	..	..	..	..	..	..	1032	..	..	..							
185Llanidloes	....	6 30	7 10	....	8 5	8 55	....	....	....	11 15	....	....	1 54	....	....	....							
Moat Lane Junction. dep	..	**6 46**	**7 30**	..	**8 43**	**9 22**	..	..	..	**11 39**	..	..	1 15	..	**2 22**	..							
Newtown	....	**6 55**	**7 40**	....	**8 50**	**9 30**	....	....	....	**11 50**	....	....	1 24	....	**2 30**	....							
Abermule	..	7 3	7 47	..		9 37	..	..	..	11 59	..	..	1 32	..	..	..							
Montgomery	....	7 10	7 55	....	Stop	9 44	....	....	....	12 6	....	....	1 40	....	2 44	....							
Forden	..	7 16	8 0	..	..	9 48	..	..	..	12 10	..	..	1 44	..	..	..							
Welshpool arr	....	**7 24**	**8 8**	....	....	**9 55**	....	....	....	**12 17**	....	....	**1 53**	....	**2 55**	....							
Welshpool dep	..	..	**8 15**	..	..	**10 0**	..	..	..	**12 30**	..	..	TC 1 58	..	..	..	**3 10**	..	..				
Buttington	....	....	8 21	....	....	....	....	....	....	gg	....	....	....	....	....	....	....	....	....				
Breidden	..	..	8 30	..	..	..	..	..	..	12 43	..	..	..	..	..	..	3 22	..	..				
Plas-y-Court Halt	....	....	8 33	....	....	....	....	....	....	12 46	....	....	....	....	....	....	3 24	....	....				
Westbury	..	..	8 42	..	..	..	..	..	..	12 53	..	..	..	..	..	..	3 34	..	..				
Yockleton	....	....	8 50	....	....	....	....	....	....	1 0	....	....	....	....	....	....	3 40	....	....				
Hanwood	..	..	8 57	..	..	..	..	..	..	1 6	..	..	..	..	..	..	3 46	..	..				
Shrewsbury arr	....	....	**9 8**	....	....	**10 33**	....	....	....	**1 18**	....	....	2 37	....	....	....	**4 1**	....	....				
152Wolverh'pton (L.L.) arr	..	..	10R13	..	..	11 28	..	..	..	2R28	..	..	..	..	5R24	..	..						
152Birmingham (S.H.) „	....	....	10R41	....	....	11R55	....	....	....	2R55	....	....	3 55	....	5R53	....	....						
„ (N.St.) „	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
152London (Pad.) „	....	....	**2Z15**	....	....	**2Z15**	....	....	....	**5R15**	....	....	6 7	....	**8R35**	....	....						
„ (Euston) „	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
Welshpool dep	....	**7 25**	....	....	....	....	....	**1020**	....	....	**1225**	....	....	....	**3 5**	....	....	**4 5**	....				
Buttington	..	7 30	..	..	..	..	..	1025	..	..	dd	..	..	..	..	..	..	4 10	..				
Pool Quay	....	7 35	....	....	....	....	....	1030	....	....	dd	....	....	....	....	....	....	4 15	....				
Arddleen Halt	..	7 40	..	..	am	..	..	1035	..	..	..	..	..	..	..	..	..	4 20	..				
Four Crosses	....	7 45	....	....	8 18	....	....	1040	....	....	dd	....	....	....	3 22	....	....	4 24	....				
190Llanfyllin. dep	..	7 18	..	..	..	..	9 45	..	..	..	..	1 25	..	..	..	..	..	4 5					
Llanymynech	....	7 50	....	....	8 25	....	1010	1046	....	....	1245	1 50	....	....	3 28	....	4 29	4 35					
Pant (Salop)	..	7 54	..	..	8 29	..	1014	1050	..	..	1248	1 54	..	..	..	..	4 32	4 40					
Llynclys	....	7 58	....	....	8 33	....	1018	1054	....	....	1251	1 59	....	....	....	....	....	4 44					
Oswestry arr	..	**8 7**	..	..	**8 42**	..	**1025**	**11 4**	..	..	**1258**	**2 8**	..	..	**3 40**	..	**4 42**	**4 52**					
152Chester (General). arr	....	9x43	11‡ 5	....	11 5	12‡25	....	1225	....	....	2 15	3 37	....	....	5 16	....	5‡58	5 58	6 49				
152Birkenhead (W.) „	..	10 38	11‡43	..	11 43	1‡19	..	1 19	..	..	2 55	4 30	..	..	5 57	..	6‡37	6 37	7 33				
152Manchester (Ex.) „	....	....	....	....	1b14	....	....	3g28	....	....	....	5 38	....	....	6 43	....	....	....	8 47				
152London (Pad.) „	8	..	..	..	**2Z15**	..	**4R47**	**5R15**	..	..	..	**8R35**	..	..	**8R35**	..	..	..	**11D30**				
Oswestry dep	7 40	**8 20**	....	....	....	....	....	**1125**	....	....	**1 50**	....	....	....	**3 50**	**4 20**	....	....	**5 25**				
Tinker's Green Halt	7 43	8 23	..	..	..	..	..	1128	..	..	1 53	..	..	..	3 53	4 23	..	..	5 28				
Whittington (High Level)	7 46	8 26	....	....	....	....	....	1131	....	....	1 56	....	....	....	3 57	4 26	....	....	5 31				
Frankton	7 55	8 35	..	..	..	..	..	1140	..	..	2 4	..	..	..	4 5	4 34	..	..	5 39				
Ellesmere	7 59	**8 44**	....	....	....	....	....	**1147**	....	....	**2t10**	....	....	....	**4 15**	**4 40**	....	....	**5 45**				
Welshampton	..	8 50	..	..	..	..	..	1153	..	..	2 17	..	..	..	4 21	4 47	..	..	5 52				
Bettisfield	....	8 54	....	....	....	....	....	1157	....	....	2 22	....	....	....	4 26	4 51	....	....	5 56				
Fenn's Bank	..	9 3	..	..	..	..	..	12 5	..	..	2 33	..	..	..	4 34	5 3	..	..	6 7				
Whitchurch arr	....	**9 11**	....	....	....	....	....	**1211**	....	....	**2 40**	....	....	....	**4 43**	**5 12**	**5‡ 7**	....	**6 14**				
Crewe arr	..	9 47	..	..	..	12‡37	..	1 20	....	3‡33	3 33	..	3‡49	..	5 17	..	5‡ 0	..	7 11				
Liverpool (L. St.) „	....	11u26	....	....	11C58	....	....	2V58	..	4‡50	4F50	4C48	4‡50	....	6n37	....	6‡ 0	....	8nn45				
Manchester (L. Rd.) „	..	11J24	..	..	..	1‡37	..	2 35	....	4‡20	4 20	..	4‡54	..	6 19	..	6‡10	..	8uu15				
London (Euston) „	....	**12 55**	....	....	....	**4 12**	..	**6H21**	..	**7 26**	**7 26**	....	**7 26**	....	**8A50**	....	**8A50**	....	**11 4**				

RC and TC Aberystwyth to London (Paddington) — TC Pwllheli to London (Paddington) — TC Aberystwyth to Crewe and Shrewsbury — Except Saturdays and School Holidays — CAMBRIAN COAST EXPRESS

For Notes, see page 275

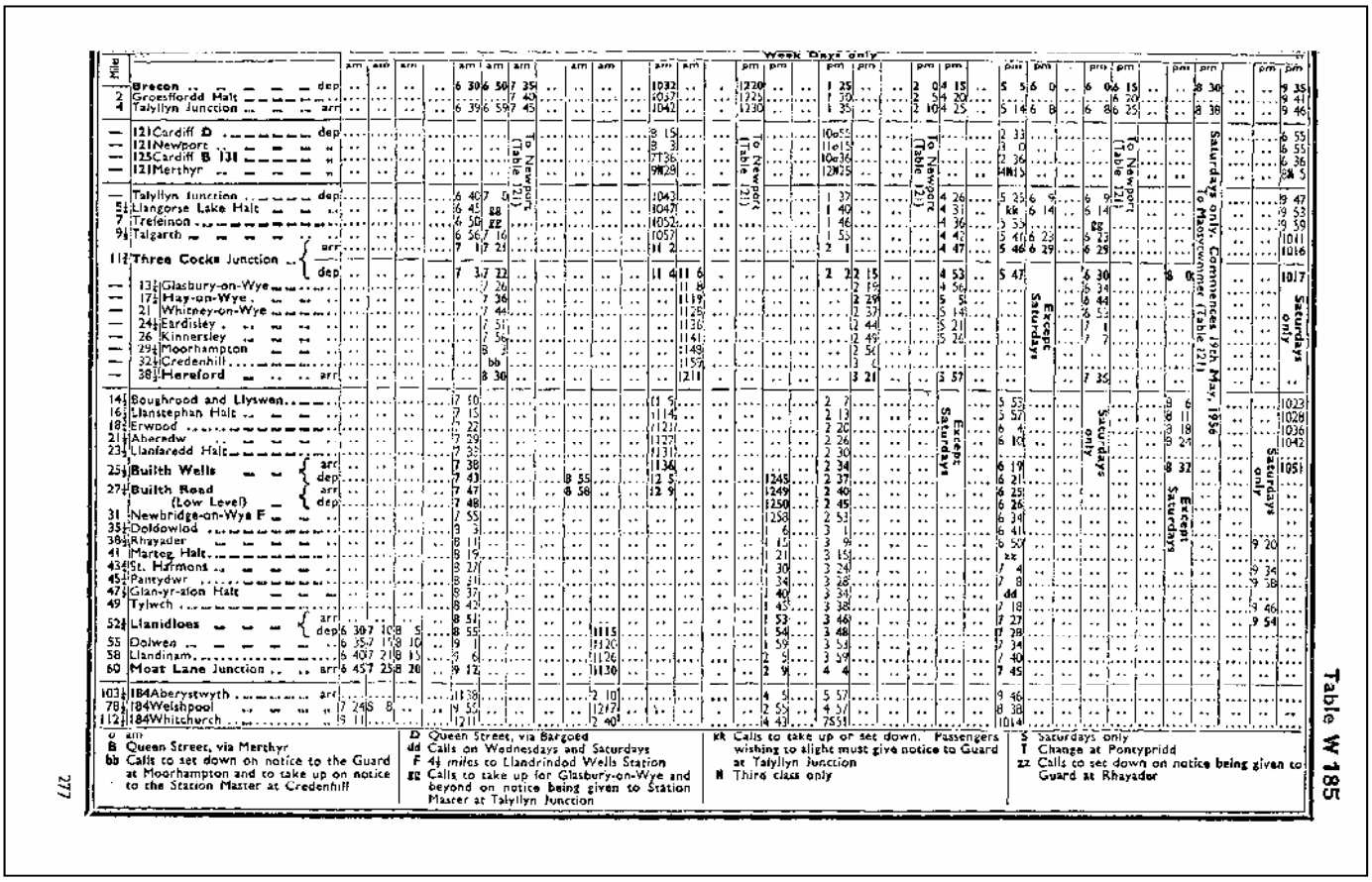
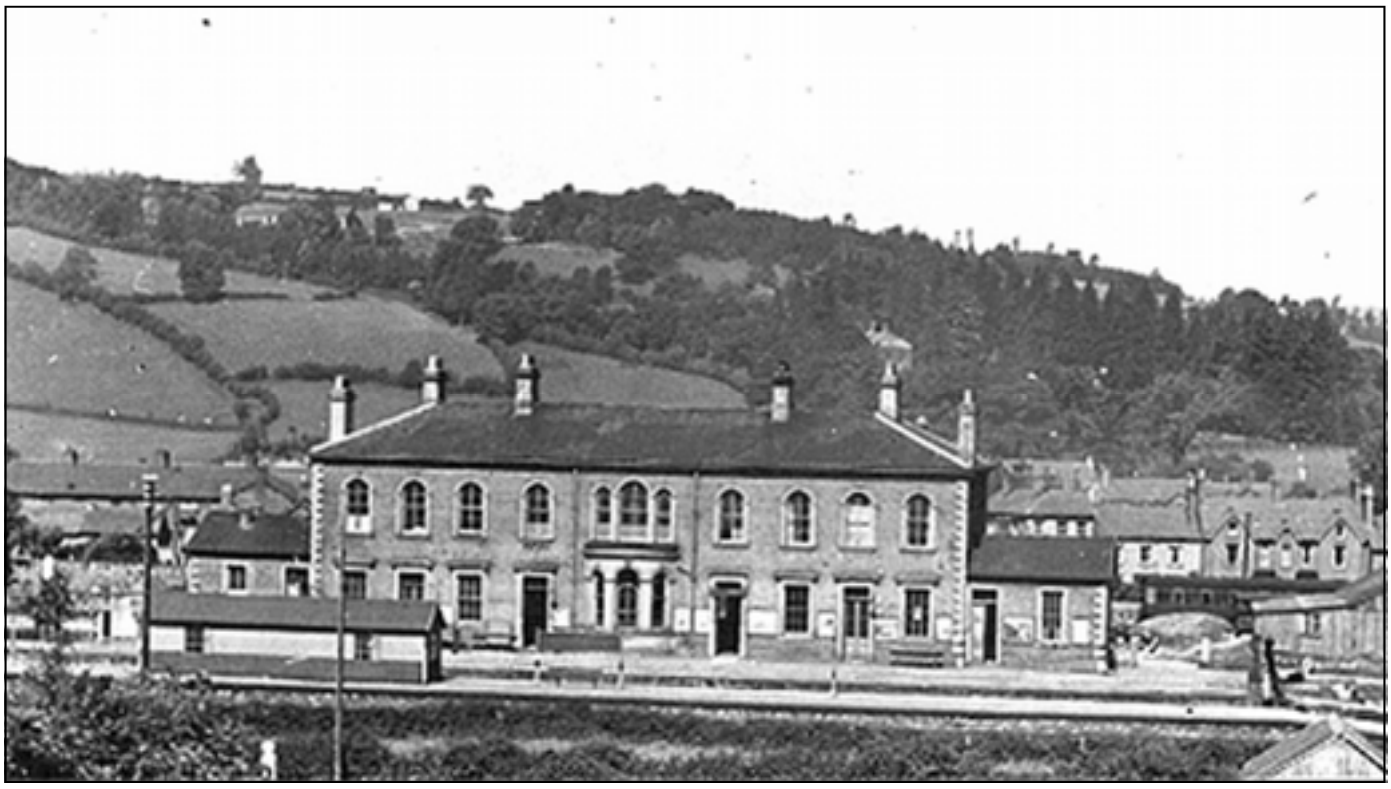


Table W 185



Corinna, on the Pieman River on Tasmania's West Coast, is a town of signs. The shop has a permanent "Back in Five Minutes" sign on its front door; the accommodation huts at the Pieman River Bush Retreat all have signs warning occupants not to leave their boots on the verandas because the Tassie devils will eat them. The little picnic area beside the river has a large sign commemorating the untimely drowning of four blokes nearby, and the prominent Department of Forestry sign indicating the track to the world famous slender tree fern grove was followed by a much less prominent "Track closed temporarily for minor repair" sign, dated August, 2004. Even the absent storekeeper had a familiar green triangular sign on his ute's rear window, reading NO DAM GREENIES. The best signs were at the punt mooring (left).

When I first saw Corinna in about 1970 during a walk from Waratah to Zeehan, there was no sign, no barge, no road and not even a track on the other side of the river. After giving me a free trip on the untimetabled mail-delivery run to Pieman Heads, the ferryman rowed me across for $2– and I was a *"damn greenie"* even in those days.

Note: there is now a button to press to wake-up the ferryman.

Working to rule on the North Shore

Letter

DEAN OGLE *writes, with some comments on the train operating rules of the North Shore.*

G'day, Geoff,

Regarding Albert's article on the Chicago North Shore and Milwaukee Railroad in the November issue of The Times, he mentions three Special Rules which he found of interest.

Rule 10, *Train Two Hours Late* – the standard rule in most American and Canadian rulebooks provided that any train becoming more than TWELVE hours late lost its schedule. North Shore probably cut this down to two hours because of the sheer volume of trains they operated. There must have been places along the line at which a motorman had to know that all trains which were superior to his train had arrived or left. With trains operating every thirty or sixty minutes and oftener during rush hours, imagine having to keep track of twelve hours worth!

Discussing Rule 54, Hours of Service Law, Albert notes train crew could work 16 consecutive hours, while operators, dispatchers and tower men could work only 9 hours at stations open continuously, and 13 hours at stations open only during the daytime, with additional hours authorized in case of emergency, and notes "One must presume that such regulations have now been altered."

Not really – train crew are now allowed only 12 consecutive hours, but so far as I know the allowable hours for operators, dispatchers and tower men have not changed.

Editor's note. The "12-hours late" rule varied over the years, as shown below in the AAR Operating Rules compendium of 1941.

RULE 82.

Original reading of Rule 82 (*old number* 107), *adopted April* 14, 1887:

82 (107). Regular trains twelve hours or more behind their schedule time lose all their rights.

Original and Amended Forms of Operating Rules 205

Amended form, adopted April 12, 1899:

82 (107). Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

Amended form, adopted April 25, 1906:

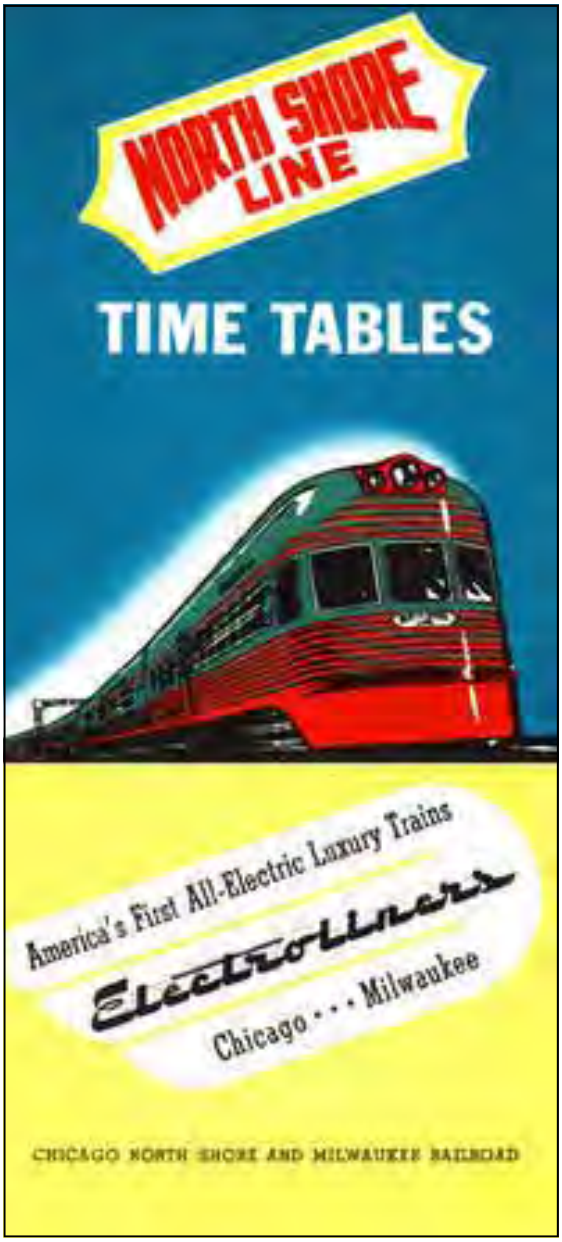
82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

Amended form, adopted November 17, 1915:

(See page 50.)

MOVEMENT OF TRAINS.

82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.