



The Times

October 2009

A journal of transport timetable history and analysis

HOOLE'S BAGGAGE CHECKS, 75 MERCER STREET, N.Y. *St. N.Y.*

JUNE, 1870.

Alaska, 7 23 A.M.	Albany, 12 13 P.M.	Annapolis, 12 03 P.M.	Atlanta, 11 30 A.M.	Altoona, Pa., 11 57 A.M.	Baltimore, 12 02 P.M.	Baton Rouge, 11 03 A.M.	Binghamton, 12 05 P.M.	Boston, 12 24 P.M.
Columbus, 11 36 A.M.	Columbia, 11 44 A.M.	Cleveland, 11 41 A.M.	Cincinnati, 11 39 A.M.	Chicago, 11 17 A.M.	Charleston, 11 43 A.M.	Cape May, 12 03 P.M.	Cairo, Ill., 11 12 A.M.	Buffalo, 11 52 A.M.
Concord, 12 22 P.M.	Deaver, 10 08 A.M.	Des Moines, 10 53 A.M.	Detroit, 11 36 A.M.	Dubuque, 11 05 A.M.	Frankfort, 11 29 A.M.	Fl. Wayne, 11 27 A.M.	Galveston, 10 49 A.M.	Hahifax, N.S., 12 54 P.M.
Harrisburg, 12 01 P.M.	Hartford, 12 17 P.M.	Havana, 11 28 A.M.	Honolulu, 6 36 A.M.	Indianapolis, 11 24 A.M.	Jack'n, Miss., 11 07 A.M.	Kanawha, 11 49 A.M.	Key West, 11 41 A.M.	Knoxville, 11 32 A.M.
Lansing, 11 30 A.M.	Leavenworth, 10 40 A.M.	Lima, Peru, 12 00 P.M.	Little Rock, 10 50 A.M.	London, E. G., 5 03 P.M.	Louisville, 11 26 A.M.	Lynchburg, 11 51 A.M.	Madison, 11 10 A.M.	Memphis, 11 07 A.M.
Mexico, 10 32 A.M.	Milwaukee, 11 16 A.M.	Mobile, 11 16 A.M.	Montgom'y, 11 23 A.M.	Montreal, 12 34 P.M.	Nashville, 11 21 A.M.	N. Orleans, 11 03 A.M.	New York, 12 12 P.M.	Niagara F's, 11 32 A.M.
New Haven, 12 16 P.M.	Newport, 12 23 P.M.	Norfolk, 12 01 P.M.	Omaha, 10 44 A.M.	Ottawa, C'n., 12 05 P.M.	Providence, 12 22 P.M.	Portland, Or., 8 56 A.M.	Portl'd, Me., 12 27 P.M.	Pittsburg, 11 48 A.M.
Philadelp'a, 12 07 P.M.	Pekin, Ch., 12 54 A.M.	Paris, Fr., 5 17 P.M.	Panama, 11 30 A.M.	Quincy, 11 01 A.M.	Quebec, 12 23 P.M.	Raleigh, 11 50 A.M.	Richm'd, Va., 11 53 A.M.	Rio de Ju'ro, 2 15 P.M.
Rutland, 12 16 P.M.	Sacramento, 9 02 A.M.	St. August ne, 11 42 A.M.	St. J'ns, N.B., 12 44 P.M.	St. J'ns, N.P., 1 37 P.M.	St. Joseph, 10 43 A.M.	St. Louis, 11 07 A.M.	St. Paul, 10 56 A.M.	Salt L. City, 9 40 A.M.
Santa Fe, 10 04 A.M.	S. Francisco, 8 58 A.M.	Saratoga, 12 13 P.M.	St. St. Marie, 11 31 A.M.	Savannah, 11 44 A.M.	Spring'd Ill, 11 19 A.M.	Do, Mass., 12 15 P.M.	Fallahassee, 11 37 A.M.	Toledo, 11 31 A.M.
Toronto, 11 50 A.M.	Trenton, 12 09 P.M.	Vancouver I., 2 44 A.M.	Vera Cruz, 10 43 A.M.	Vicksburg, 11 07 A.M.	Wheeling, 11 45 A.M.	Wilm'n, Del., 12 06 P.M.	Do, N. C., 11 58 A.M.	Worcester, 12 21 P.M.

TRAVELERS' OFFICIAL Guide of the Railways

NOON

WASHINGTON

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The Times

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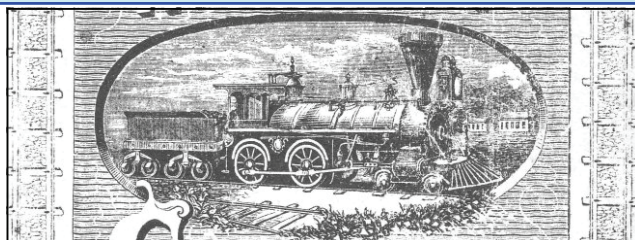
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On the front cover

Whereas Sherlock Holmes regularly instructed Dr Watson to hunt up a copy of Bradshaw when "The game is afoot", Dick Tracy relied on The Official Guide. It started some 30 years later than Bradshaw but, unlike Bradshaw, is still going. With the resurgence of rail freight in the U.S. since the 1990s, the bimonthly *Official Railway Guide* is used by transportation and logistics managers for routing and shipping information. This, it must be noted is the North American Freight edition— the emergence of Amtrak and its drastically slim *National Schedules* rendered the Guide's passenger edition redundant. There was—and still is— however an Airline Guide produced by the same publishers. Next time you pass the galley in a Jumbo— take a peak inside— The *Official Airline Guide* is sure to be there. Shown on our cover is the cover for the June 1870 issue, its second anniversary (extract of June 1868 cover below). This is from a *Google Books* free downloadable edition. Google has an 1859 Bradshaw too.



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A book which gathers no dust

The Official Guide was North America's answer to Bradshaw.. This review was unearthed by JOHN WILKINS, Editor of NAOTC's First Edition

As far back as the oldest railroad man can remember, The Official Guide has been a familiar object and a handy working tool in railway offices from coast to coast. Now in its 83rd year of continuous service, the 1500-page reference volume is not only the oldest periodical of its type in the American transportation field, but, in point of contents, it is the largest monthly publication in the world.

Here in one volume is found a complete arrangement of up-to-date passenger train schedules and parlor and sleeping car routes. It shows the equipment operated in each named train, as well as railway system maps. Junction points, connecting railways, station to station mileage, station index listing the railroads which directly serve each town and city, names and addresses of railroad officers, railway associations and their officers, and the personnel of federal agencies and commissions concerned with transportation. It also lists steamship companies and airlines, as well as the location of military posts, national parks, and government hospitals.

The latest copy of The Official Guide is always kept for ready reference in the White House. In fact, the Guide has been a ready reference volume in the office of the President since Andre Johnson. The railway ticket office maintained in the United States Capitol for Senators and Representatives and members of their staffs, as well as newspapermen, keeps one or more copies of the Guide in daily use. Army, Navy and Air officials in the Pentagon building and elsewhere are also frequent users of the Guide. The Guide is also widely used by officers and employees of the Post Office Department, the Interstate Commerce Commission, the Railroad Retirement Board, the Senate and House Committees on the Interstate and Foreign Commerce.

The successive issues of the Guide, extending back more than three-quarters of a century, form a fascinating and graphic history of American railway development. They record the extensions of railway lines and the establishment of railway stations, which in numerous instances heralded the birth of new towns. They record the development of sleeping cars, dining cars, observation cars, parlor cars, club cars, buffet cars, tavern cars and so on down to the latest observation dome and all electric dining cars. They show where and when vestibule cars, gas lighted cars, steam heated cars and electric lighted cars came into use. They record such great forward

steps in the railway industry as the adoption of Standard Time in 1883, and the conversion of a "medley of gauges" in the 70's and 80's to standard gauge. They record the extension of through train services over long distances, the introduction of all steel passenger cars, air-conditioning, fluorescent lighting, Diesel-powered streamliners trains, as well as the gradual but constant increase in passenger train speeds.

Authors frequently refer to the Guide to verify schedules and routes taken by characters in their stories-and woe to the writer who gets his facts twisted, for there are always readers with eagle-eyes who seem to take a fiendish delight in calling attention to errors or anachronisms which occasionally steal into the most carefully prepared text or dramatization. In addition, the Guide on many occasions has been offered as evidence in civil suits, divorce proceedings, and even in murder trails.

Before the Guide put in its appearance in 1868, several railway guides had been in common use in the United States. Outstanding among them were:

- Disturnell's "Railroad, Steamboat and Telegraph Guide", established in 1846
- Doggett's "Railroad Guide and Gazetteer", established in 1848
- Appleton's "Railroad and Steam navigation Guide" established in 1848
- Dinsmore's "American Railway Guide" established in 1850
- Lloyd's "American Guide" established in 1857

Of these, Appleton's was among the most popular.

Competition among the publishers of railway guides was keen in the fifties and sixties. In 1857, Edward F. Lloyd, in publishing a simplified handbook of passenger schedules, announced that his guide contained:

"New arranged time-tables, so easy that a child can understand them; it being universally acknowledged that all other guide books are so complicated that not one in a hundred can understand them."

Information contained in some of these early guides was notoriously inaccurate. One irate traveler, expressing his contempt for railway guides in general, concluded his diatribe in a Chicago newspaper with the terse comment:

"By the way, I have bought myself another Railway Guide. I suppose it will lie to me again and get me into trouble, but, plague

it, you can't travel without them"

The decade following the Civil War was a period of extraordinary growth and development. With each passing year, as the nation's railway system expanded and as travel by rail increased the need for a dependable railway and travel guide became increasingly apparent. The subject was widely discussed among railway passenger men. Finally, the National General Ticket Agent's association, (now the American Association of Passenger Train Officers) meeting in Cleveland, Ohio, in October 1866, took the first definitive steps toward encouraging the publication of an "official" travel guide. A special group was organized for the purpose of carrying the plan into effect. Edward Vernon, former general ticket agent of the St. Louis, Alton & Terra Haute railroad, headed the group as chief compiler and editor.

After months of planning, preparation and intensive effort on the part of Vernon and his associates, the first issue of the Official Guide (then called the Travelers Official Guide) appeared in June 1868. It contained 140 pages (less than one tenth of the number of pages in the 1950 editions). The book proved so superior to other railway guides - information and accuracy - that it was promptly accepted as the official organ of the National General Tickets Agent's association. Thus was launched what has long since been one of the most widely used publications in the transportation field. The 10,000th issue of the Official Guide will roll off the press in September 1951. With each issue averaging about two inches in thickness, a complete file of the Guide would fill a 4-shelf bookcase 41 feet in length — more than thirty-five times the space required for the standard edition of the Encyclopedia Britannica. The immense space required to store the back numbers of the Guide is probably one reason why so few early editions are in existence.

If there still exists today a complete set of The Official Guide from the first number in June 1868, the publishers would like to know about it. Probably the most extensive file of Official Guides extant is in the New York Public Library, which lacks only five numbers from being complete. This set includes the only copy of the first number known to exist. The earliest number in the files of the National Railway Publication Company is for April 1869. The file in the Library of Congress begins with the January 1878 issue. Except for a few missing numbers, the file of the Association of

American Railroads Bureau of Railway Economics library in Washington, D.C., is complete from January 1880.

From its inception, The Official Guide made a strong bid in competing with other railway guides; gradually, one by one, its competitors folded up; and with each passing year the publication grew in size, popularity and usefulness. Its fortunes were further enhanced on May 27, 1870, when the ownership and management passed to the present company, in whose affairs William Frederick Allen soon became a leading figure.

Born in 1846, Allen began his railroad career as a rodman on the Camden and Amboy railroad when he was but 16. His interest in railroading was inherited from his father, Colonel Joseph Warner Allen, who had been active in the development of pioneer railroad in New York and New Jersey. From 1868 to 1872, Allen was resident engineer of the West Jersey Railroad. In the latter year he joined the National Railway Publication Company. Six months later, at 26, he became editor and manager of The Official Guide, and for the next 42 years he directed its destinies with amazing success.

But Allen did much more than manage the Guide — a full time proposition in itself. Not only did he found, plan and promote the town of Wenonah, NJ, but in his capacity as secretary of the General Time Association and later the American Railway association (a predecessor of the AAR) he is credited with having done more than any other man in bring about the adoption by the railroads of Standard Time. In 1883, when Standard Time became an accomplished fact, Allen was only 37 years of age.

The Official Guide has been fortunate in the fact that from its inception it has been in the hands of men who were well-seasoned in the technicalities of their work. William F. Allen's brother, Edwin S., who

succeeded him as editor, was with the Guide for 46 years; his son, John S., now vice president of the publishing company, has 45 years of Official Guide service behind him, and his grandson, John F., who has been with the Guide since early in 1946, carries on the family tradition in the capacity of secretary. Thus, over a 78-year period, four members of the Allen family have given the Guide 137 year of service.

Modern printing presses and techniques have provided many shortcuts in the monthly production of the Guide, but the underlying plan for its preparation has not changed over the years.

Each railroad has a designated officer who is charged with the responsibility of keeping the editor of The Official Guide informed whenever a change in service, equipment, or scheduling is definitely decided upon by his railroad. Such information is forwarded to the Guide usually in the form of employee and public timetables. From these schedules, compilers check against the data published in the previous edition of the Guide, each page of which is standing in type. Frequently, it is necessary that schedules be submitted in proof form so that pending changes may be included in the succeeding month's issue. Each month the schedules of the passenger trains of every one of the more than 700 railways listed in the Guide must be checked and, in a great many instances, numerous revisions in the schedules must be made.

When all corrections have been made, each form or "signature" of thirty-two pages is made up for the press. Three forms are used in each run; thus, ninety six pages are printed and folded at one time. About eight days are required to print each monthly edition, and when the presses finally roll to a stop, more than thirty tons of paper and nearly 800 pounds of ink have been consumed. By a carefully planned and executed system of shipping and mailing, in

which the railroads share the credit, copies of the Guide — containing up-to-the-minute train schedules — are in the hands of subscribers throughout the country in from one to three days.

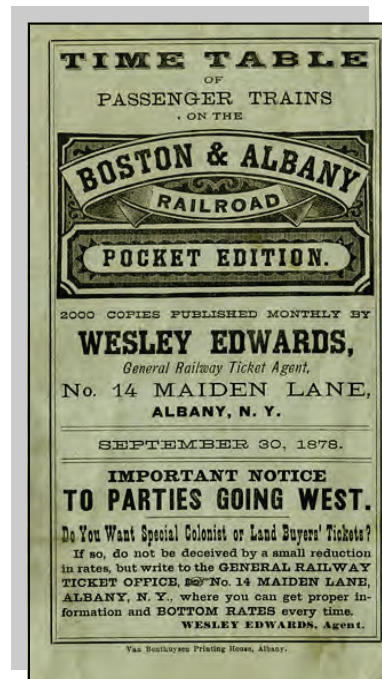
Editors of the Guide strive meticulously to maintain the publication's well-deserved reputation for accuracy. However, it would be a miracle if some error did not creep into a compilation that runs into several millions of figures each month. But even an occasional error fails to shake a railroader's faith in the Guide. Managing Editor Burns relates that the Guide once showed a stop for a through train at a station where it was not scheduled to stop on the road's official timetable. When the error was called to the attention of the railroad's passenger traffic manager, he exclaimed:

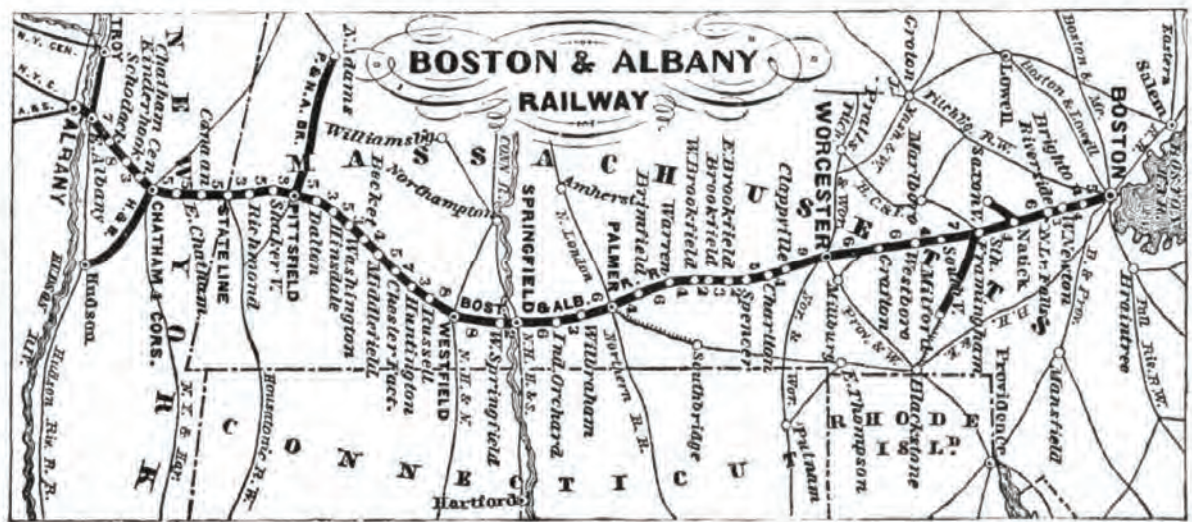
"Well, if the Official Guide says the train stops there, then, dammit, have it stop there!"

This article first appeared in the North Western Newsliner in the November 1950 issue. At the time this article was written, the Guide was all type-set. Each page had to be hand set as were subsequent revisions. The type had to be recast as half drums that were then bolted to the presses. Today, the computer would have eliminated type and type-setting. High speed off-set presses, compilers and binders would have the job done in far less time.

Today The Official Guide, freight service edition, is printed bi-monthly by Commonwealth Business Media. It now measures a little over a half of an inch compared to the two inches of the 1950's.— *John Wilkins*

[Illustrated on pages 5&6 are Guide timetables for the Boston & Albany (below) line from 1870 and 1954 issues of *The Official Guide*.— *Geoff Lambert*





61

BOSTON AND ALBANY RAILROAD.

C. W. CHAPIN, President, Springfield, Mass. J. B. CHAPIN, Asst. Superintendent, Albany, N. Y. J. F. GAY, Freight Agent, Boston, Mass.
 D. W. LINCOLN, Vice-Pres., Worcester, Mass. J. M. GRIGGS, Gen. Ticket Agent, Springfield, Mass. T. L. GREENE, Agent, East Albany, N. Y.
 C. E. STEVENS, Treasurer, Boston, Mass. W. EDDY, Master Mechanic, Springfield, Mass. C. STEBBINS, Master Car Builder, Springfield, Mass.
 C. O. RUSSELL, Gen. Superintendent, Springfield, Mass. WILLIAM BLISS, Gen. Freight Agent, Springfield, Mass.

Trains Going West.

May 2, 1870.

Trains Going East.

STATIONS.	Mls	Trains Going West.								STATIONS.	Mls	Trains Going East.							
		Pas	Pas	Exs.	Exs.	Pas	Exs.	Mail	Exs.			Pas	Pas	Pas	Pas	Exs.			
Boston ¹.....lve	0	5 00	7 00	8 30	3 00	4 30	9 00	*8 30		Albany ¹⁰.....lve	2 10	6 30	9 50	3 00	5 00	8 45			
Brighton.....5		5 15	7 15							Greenbush.....	2 20	6 40	10 00	3 05	5 10	8 55			
So. Framingham ².....21		5 45	8 00	9 11	3 41	5 15	9 41	9 16		Schodack.....	2 52	7 12	10 26	3 37	5 42	9 29			
Ashland.....24		6 00	8 08			5 23				Chatham Centre.....	3 15	7 44	10 43	4 00	6 05	9 51			
Cordaville.....27		6 15				5 30				Chatham.....	3 30	7 57		4 16	6 21				
Southville.....28		6 30				5 33				East Chatham.....	3 45	8 07		4 29	6 34				
Westboro.....32		6 45				5 41				Canaan.....	4 00	8 19		4 43	6 48				
Grafton.....38		7 00				5 44				Richmond.....	4 15	8 28		4 53	6 57				
Worcester ³.....lve	44	6 30	8 55	10 00	4 25	6 12	10 30			Shaker Village.....	4 30	8 38		5 05	7 07				
Worcester Jnct.....45		6 35	9 00	10 05	4 30	6 15	10 35	10 05		Pittsfield ⁷	4 45	8 52	11 40	5 20	7 20	10 56			
Rochdale.....53		6 55	9 20			6 35		10 10		Dalton.....	5 00	9 07		5 36	P. M.				
Charlton.....57		7 05	9 30			6 45				Hinsdale.....	5 15	9 29		5 57					
Spencer.....62		7 14	9 39			6 54				Becket.....	5 30	9 39		6 07					
Brookfield.....67		7 26	9 55			7 10				Middlefield.....	5 45	9 49		6 16					
West Brookfield.....69		7 37	10 05	11 00	5 23	7 20	11 31	11 04		Chester.....	5 50	10 05	12 33	6 31	12 05				
Warren.....73		7 46	10 13			7 28				Huntington.....	6 05	10 20	12 44	6 47					
Brimfield.....79		8 01	10 25			7 40				Russell.....	6 20	10 31		6 57					
Palmer ⁴.....83		8 15	10 38	11 28	5 48	7 53	11 55	11 30		Westfield ⁸	6 35	10 50	1 00	7 15	12 50				
Wilbraham.....89		8 27	10 50			8 05				West Springfield.....	6 50	11 07		7 31					
Indian Orchard.....92		8 38	11 01			8 16		12 00		Springfield ⁵.....arr	7 05	11 25	1 30	7 40	P. M.	1 20			
Springfield ⁴.....arr	98	8 50	11 15	11 55	6 15	8 30	12 30	12 00		Indian Orchard.....lve	7 15	11 30	1 45	8 30	4 00	2 00			
West Springfield.....100		9 00	A. M.	12 15	6 30	P. M.	12 45	N. HT		Wilbraham.....	7 27	11 42		8 12	4 12				
Westfield.....108		9 25		12 40	7 00		1 15			Palmer ⁴	7 35	11 51		8 21	4 21				
Russell.....116		9 42		12 57	7 17					Brimfield.....	7 48	12 05	2 14	8 50	4 32	12 58			
Huntington.....119		9 52		1 07	7 28					Warren.....	7 58	12 15		9 00	4 44				
Chester.....126		10 06		1 22	7 45	2 02				West Brookfield.....	8 13	12 30		9 49	4 59				
Middlefield.....131		10 21		1 37	8 01					Brookfield.....	8 23	12 40	2 43	9 28	5 09	3 04			
Becket.....135		10 31		1 47	8 12					Spencer.....	8 30	12 47		9 36	5 16				
Washington.....138		10 41		1 57	8 23					Charlton.....	8 44	1 01		9 44	5 30				
Hinsdale.....143		10 51		2 06	8 33					Rochdale.....	8 54	1 12		9 54	5 40				
Dalton.....146		11 00	A. M.	2 14	8 43	P. M.				Worcester Jnct.....	9 04	1 23		10 04	5 50				
Pittsfield ⁷.....151		11 17	8 00	2 30	9 03	2 40	3 30			Worcester Jnct. lve	9 20	1 40	3 30	10 15	6 05	4 08			
Shaker Village.....154		11 27	8 11			2 51				Grafton.....	9 25	1 45	3 40	10 20	6 10	4 15			
Richmond.....159		11 39	8 22			3 02				Westboro.....	9 30	1 48		10 25	6 16	4 20			
State Line ⁴.....162		11 48	8 32	3 53		3 12				Southville.....					6 23				
Canaan.....167		12 01	8 46			3 26				Cordaville.....					6 36				
East Chatham.....172		12 12	8 57			3 37				Southville.....					6 44				
Chatham ⁵.....177		12 26	9 13	3 26	10 04	3 53	4 44			Cordaville.....					6 47				
Chatham Centre.....181		12 37	9 24			4 04				Ashland.....					6 54				
Kinderhook.....184		12 44	9 32	3 42	10 21	4 11	5 04			So. Framingham ⁹	10 16	2 40	4 21	11 06	7 06	5 06			
Schodack.....192		1 00	9 50			4 20				Brighton.....	11 00	3 30	5 05	11 50	8 10	5 50			
Greenbush.....200		1 16	10 08	4 12	10 51	4 47	5 40			Boston ¹.....arr									
Albany ¹⁰.....arr	201	1 20	10 15	4 17	10 55	4 52	5 45												

CONNECTIONS.

- 1 With R'ways diverging.
- 2 With Boston, Clinton and Fitchburg R'way.
- 3 With Worcester and Nashua Railway.
- 4 With Norwich and Worcester Railway.
- 5 With New London No'n Railway.
- 6 With Connecticut River Railway.
- 7 With New Haven, Hartford and Springfield Railway.
- 8 With New Haven and Northampton R'way.
- 9 With Pittsfield & North Adams Railway.
- 10 With Stockbridge and Pittsfield Railway.
- 11 With Housatonic R'y.
- 12 With New York and Harlem Railway.
- 13 With Hudson and Boston Railway.
- 14 With New York Central Railway.
- 15 With Albany and Susquehanna Railway.
- 16 With Troy and Greenbush Railway.
- 17 With Hudson River Railway.

STANDARD OF TIME.—Clock at the Springfield Station.

1 MILFORD BRANCH.—Trains leave South Framingham for Holliston and Milford after the arrival of 7 00 a.m., 2 00 and 4 30 p.m. trains from Boston; arriving at Holliston 8 30 a.m., 3 15 and 5 35 p.m.; Milford 8 38 a.m., 3 35 and 5 55 p.m. Leave Milford for Holliston, South Framingham, and Boston, 7 10 and 9 30 a.m., 4 25 p.m. arriving at Holliston, 7 30 and 9 50 a.m., 4 45 p.m.; South Framingham, 7 45 and 10 05 a.m., 5 p.m.; Boston 8 55 and 11 00 a.m., 6 10 p.m.

2 BROOKLINE BRANCH.—Trains leave Boston for Chapel, Longwood, and Brookline, at 7 15, 8 40, 9 45 a.m., 12 15, 12 45, 2 30, 3 30, 4 45, 5 35, 6 15, 7 15, 9 35, and 10 55 p.m.; on Sunday at 10 10 a.m., 12 45 and 4 45 p.m. Leave Brookline for Boston and intermediate stations at 6 30, 7 15, 8 00, 8 30, 9 15, 10 15 a.m., 12 noon, 1 30, 2 15, 4 05, 5 05, 6 45, 7 45, 10 15 p.m.; on Sunday leave Brookline 9 45 a.m., 12 20 and 2 15 p.m.

Jewells

JIM O'NEIL continues his peregrination Noth of the Hawkesbury.

In August 2008, I looked at a timetable for bus services to the collieries south of Newcastle. These operations ceased sometime in the fifties, but in 1964 the Newcastle number series of the 500s was reused for local bus services for new housing areas off the Pacific Highway between Charlestown and Belmont, with routes numbered 500 to 504. I saw the route arrows for these services while I was living in Newcastle in the 1970 when driving to and from Sydney along the Pacific Highway. But I was not able to secure a printed timetable for any of them in downtown Newcastle, and I didn't pass Belmont Depot at times convenient for asking for one there.

My first timetable (below and next page) was acquired in the 1980s from Railway House in York Street, near Wynyard Station. In those years all recently printed bus timetables issued by the government, including private buses and Newcastle and Wollongong runs, were available in racks for anyone who liked to take them. This timetable was issued in May 1983 (note the number NC 119 to show it is a Newcastle timetable) and printed in black on green paper. The various routes started in 1964 have now been reduced to one, the 504, which runs through the back streets of Windale, west of the Highway to the south of Charlestown and through Jewells and North Belmont on the east side of the Highway, midway between the two ter-

mini, as we can see from the map. The circuitous route followed by the route 504 meant that it took thirty six minutes to get from Charlestown to Belmont, as against twenty for buses on the route 348, the main route from Newcastle to Swansea.

This timing meant that a bus could not return to Charlestown from Belmont within the space of an hour, and an approximately half hourly service to Windale was provided in shopping hours by terminating every second bus at Willandra Crescent, a run of eleven minutes. Jewells and North Belmont were served only every hour. We can see that the 9.05 bus from Charlestown to Belmont returned to Charlestown in time to operate the 10.31 service to Windale, while, in the meantime, the 9.31 bus to Windale had returned to operate the 10.05 to Belmont, and so on throughout the day. Both buses began and ended their runs at Belmont Depot, and did not go on to Belmont itself on these trips. Even though Belmont Depot lies to the north of Belmont, the layout of the timetable seems to suggest it was on the other side. It seems unlikely that only two drivers ran these two buses, both because of the long shifts this would have entailed and the absence of any provision for meal breaks.

On Saturdays there were buses only during the morning shopping hours and there were no short turns to Windale. One bus started at Belmont at 8.19 and ran at intervals of

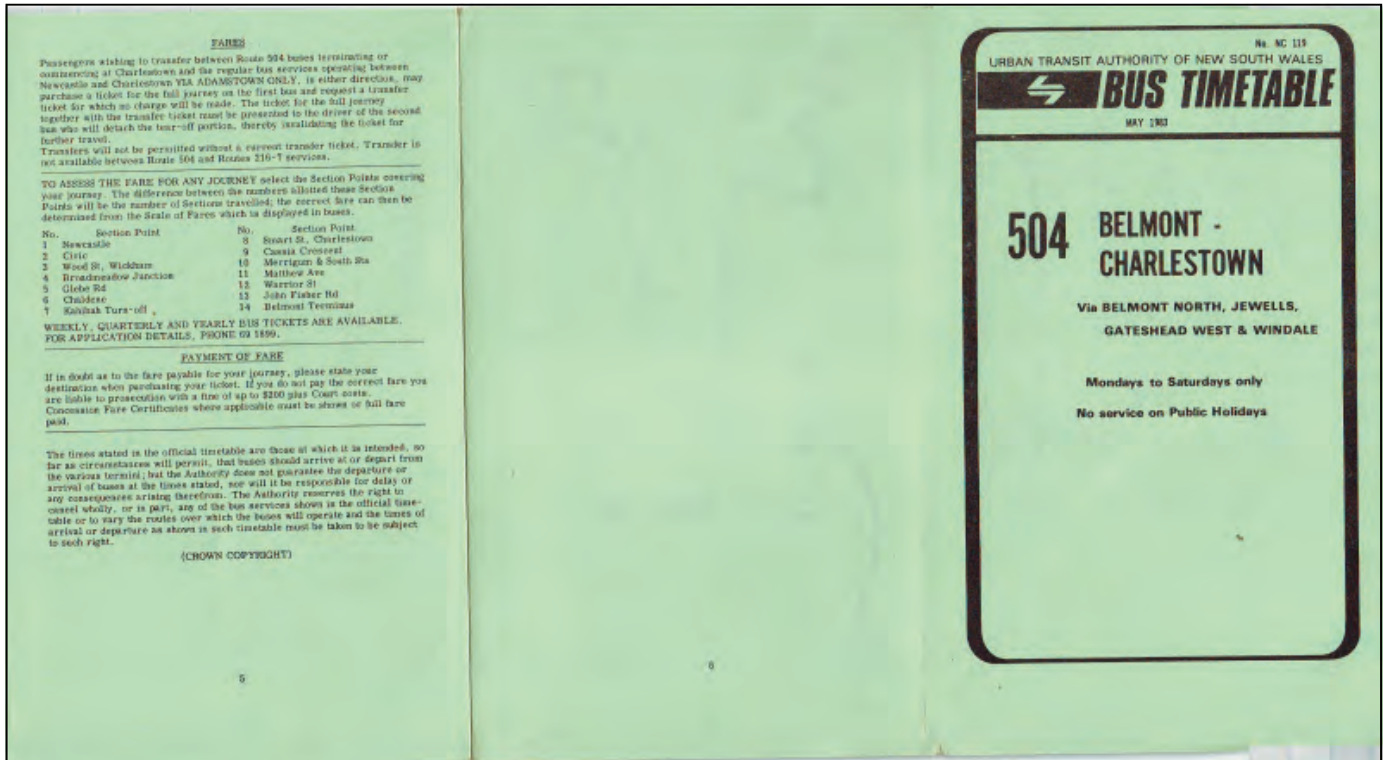
not quite half an hour, terminating at Belmont Depot at 12.36. Meanwhile, a second bus started at Belmont at 11.45 and finished at Charlestown at 12.21. This timetable allowed Saturday shoppers a choice of two buses to either Charlestown or Belmont which would still leave them some time for shopping before the last bus back. The twenty minutes break between the arrival of the 11.44 and its departure again at 12.04 would have allowed very little time for any shopping. There was no service on Public Holidays, nor (though the timetable doesn't say so) on Sundays.

My next timetable (page 9) was issued on 8 October 1990. The old route 504 had now been renumbered in the main Lake Macquarie series, as the 326. Buses now ran to and from Newcastle, though in peak hours and on the shoulder, with service only in the direction of peak flow. The services towards Newcastle, shown here, ran beyond Charlestown only between 6.35 and 10.08 a.m. (In the other direction they left Newcastle between 2.11 and 5.11 p.m.) At all other times the buses terminated at Charlestown and through passengers for Newcastle would have had to change there. One bus, the earliest in the morning, was a route 425 from Belmont Depot via Floraville to Port Waratah and two, the 7.54 and 8.54 from Belmont were route 336s, running via Jewells to the University, with corresponding return services in the evenings. The service was still largely oper-

INWARD JOURNEYS						
Belmont Depot	Belmont	Belmont North	Jewells	Willandra Crescent, Windale	Gateshead West	Charlestown
MONDAYS TO FRIDAYS						
AM	AM	AM	AM	AM	AM	AM
7.16	...	7.21	7.26	7.31	7.45	7.52
8.04	...	8.11	8.18	8.28	8.35	8.40
...	...	8.57	9.04	9.25	9.23	9.26
...	...	9.50	9.57	10.04	10.15	10.26
...	...	10.50	10.57	11.04	11.15	11.26
...	...	11.56	11.57	12.04	12.15	12.26
PM	PM	PM	PM	PM	PM	PM
...	...	12.59	12.57	1.54	1.15	1.21
...	...	1.17	...	...	1.41	1.55
...	...	1.40	1.57	2.04	2.15	2.26
...	...	2.50	2.57	3.04	3.15	3.26
...	...	3.50	3.57	4.04	4.15	4.26
...	...	4.50	4.57	5.04	5.15	5.26
...	...	5.50	5.57	6.04	6.15	6.26
SATURDAYS						
AM	AM	AM	AM	AM	AM	AM
...	...	8.19	8.35	8.53	8.44	8.55
...	...	9.46	9.53	10.00	10.11	10.22
...	...	11.04	11.15	11.23	11.33	11.44
...	...	11.43	11.55	11.58	12.10	12.21

Route 504

OUTWARD JOURNEYS						
Charlestown	Gateshead West	Willandra Crescent, Windale	Jewells	Belmont North	Belmont	Belmont Depot
MONDAYS TO FRIDAYS						
AM	AM	AM	AM	AM	AM	AM
8.05	8.10	8.15	8.27	8.34	8.41	...
9.05	9.10	9.15	9.27	9.34	9.41	...
9.31	9.36	9.42	...	...	...	...
10.05	10.10	10.16	10.27	10.34	10.41	...
10.31	10.36	10.42	...	...	...	...
11.05	11.10	11.16	11.27	11.34	11.41	...
11.31	11.36	11.42	...	...	...	...
PM	PM	PM	PM	PM	PM	PM
12.06	12.10	12.16	12.27	12.34	12.41	...
12.31	12.36	12.42	...	...	...	...
1.05	1.10	1.16	1.27	1.34	1.41	...
1.31	1.36	1.42	...	...	...	...
2.05	2.10	2.16	2.27	2.34	2.41	...
2.31	2.36	2.42	...	...	...	...
3.05	3.10	3.16	3.27	3.34	3.41	...
3.31	3.36	3.42	...	...	...	...
4.05	4.10	4.16	4.27	4.34	4.41	...
4.31	4.36	4.42	...	...	...	...
5.05	5.10	5.16	5.27	5.34	5.41	5.50
5.40	5.45	5.51	6.02	6.09	...	6.14
SATURDAYS						
AM	AM	AM	AM	AM	AM	AM
9.00	9.05	9.11	9.22	9.29	9.36	...
10.27	10.32	10.38	10.40	10.56	11.03	...
PM	PM	PM	PM	PM	PM	PM
12.04	12.09	12.15	12.26	12.33	...	12.36



ated south of Charlestown, but the separate number series, the 500s had disappeared.

This timetable shows two routes south of Charlestown via Windale, the 325 via Floraville, which stayed on the west side of the Pacific Highway, and the 326, replacing the 504, which crossed the Highway to run through Jewells and North Belmont. However, the 326 followed a less circuitous route than the old 504, as it did not double back from North Belmont to Wommara Avenue and in the north of Windale it ran along Wilson's Road and Warner's Bay Road. This new route saved three minutes over the time of the old 504 from Belmont to Charlestown. Each of these two routes operated hourly, and provided half hourly service from Windale on Mondays to Saturdays. This service now also operated on Saturday afternoons, while on Sundays and Holidays a single bus provided service via Jewells every two hours. There was no evening service on any day of the week.

My next timetable (pages 10-11) was effective November 2007. The route 326 has

been replaced in its turn and the main routes from Swansea now operate through Jewells rather than along the Highway. I have shown here the first page of the inbound service to Newcastle. The 349 from Swansea North and the 350 from Swansea Heads operate at hourly intervals, both running via Jewells, where there is now a large shopping centre, and they travel via Wommara Avenue and not along the Old North Belmont Route. These two routes provide service from Charlestown at 20 and 40 minute intervals in off-peak hours.

The Highway is still served by an express bus, the route 351, in the morning peak and up until 9.36 a.m. This route not only stays on the Pacific Highway instead of going through Jewells, but also stays on the Highway rather than going through Broadmeadow. In addition there is a shopping bus, the route 353, which runs between Belmont and Charlestown via the Pacific Highway. The 353 has three runs, leaving Belmont at 11.16, 12.12 and 1.16. By 2007 Jewells has become more important than the old route along the Pacific Highway, the reverse of the position when the 500

routes commenced in the 1960s.

However, the new Newcastle route system, introduced on 30 November 2008 has changed things once again. My last timetable is the first page of the inbound services in the Newcastle direction. Only two routes operate from Swansea to Newcastle, both at hourly intervals. (The timetable also shows the peak hour only route 352, from Morisset to Belmont, which overlaps them between Swansea and Belmont.) The 349 runs from Swansea North, diverts via Pelican and Marks Point but then stays on the Highway and does not pass through Jewells or Broadmeadow, just like the old 351. The 350 starts at Swansea Heads, runs on the Highway from Swansea to Belmont and then diverts via Jewells and Broadmeadow. The 349 takes forty three minutes from Belmont to Newcastle, while the 350 takes an extra ten minutes. Yet, I hear, the 350 is the more highly patronised service. It seems that Jewells and Broadmeadow are more powerful traffic attractors than the direct service has

Route 325, 326: BELMONT to CHARLESTOWN and NEWCASTLE
via Floraville, Jewellstown, Windale and Mount Hutton
Includes trips on route 336 between Belmont and Charlestown
and trip on route 425 Belmont to Port Waratah

Route Lake BELMONT Jewellstown Windale CHARLESTOWN
Macquarie Naria Floraville Mount Broadmeadow
Village Village Hutton NEWCASTLE

WEEKDAYS									
Mornings									
425	..	..	..	B6.21	6.25	6.29	6.35	6.49P	..
325	..	..	B7.16	..	7.21	7.26	7.32	7.38	7.52
326	..	..	E7.26	..	7.35	7.41	7.47	..	8.09
325	..	..	B7.46	..	7.51	7.56	8.02	8.08	8.21
326	..	7.54	..	8.05	..	..	..	..	8.17U
326	..	..	E8.17	..	8.26	8.32	8.38	..	..
325	..	8.41	8.46	..	8.51	8.56	9.02	9.08	9.21
326	..	8.54	..	9.05	..	..	..	..	9.17U
326	9.04	9.05	..	8.17	..	9.20	9.32	9.38	..
325	..	8.41	9.46	..	9.51	9.56	10.02	10.08	10.21
326	10.04	10.05	..	10.17	..	10.26	10.32	10.38	..
325	..	10.41	10.46	..	10.51	10.56	11.02	11.08	..
326	11.04	11.05	..	11.17	..	11.26	11.32	11.38	..
325	..	11.41	11.46	..	11.51	11.56	12.02	12.08	..
Afternoons									
326	12.04	12.05	..	12.17	..	12.26	12.32	12.38	..
325	..	12.41	12.46	..	12.51	12.56	1.02	1.08	..
326	1.04	1.05	..	1.17	..	1.26	1.32	1.38	..
325	..	1.41	1.46	..	1.51	1.56	2.02	2.08	..
326	2.04	2.05	..	2.17	..	2.26	2.32	2.38	..
325	..	2.41	2.46	..	2.51	2.56	3.02	3.08	..
326	3.04	3.05	..	3.17	..	3.26	3.32	3.38	..
325	..	3.41	3.46	..	3.51	3.56	4.02	4.08	..
326	4.04	4.05	..	4.17	..	4.26	4.32	4.38	..
325	..	4.41	4.46	..	4.51	4.56	5.02	5.08	..
326	5.04	5.05	..	5.15	..	5.23	5.29	5.34	..
326	..	5.35	..	5.45	..	5.53	5.59	6.04	..
SATURDAYS									
Mornings									
325	..	..	B7.48	..	7.51	7.55	8.01	8.06	..
326	..	..	E8.17	..	8.25	8.31	8.36	..	..
325	..	..	B8.48	..	8.51	8.55	9.01	9.06	..
326	9.06	9.07	..	8.17	..	9.25	9.31	9.36	..
325	..	V9.43	9.48	..	9.51	9.55	10.01	10.06	..
326	10.06	10.07	..	10.17	..	10.25	10.31	10.36	..
325	..	V10.43	10.48	..	10.51	10.55	11.01	11.06	..
326	11.06	11.07	..	11.17	..	11.25	11.31	11.36	..
325	..	V11.43	11.48	..	11.51	11.55	12.01	12.06	..
Afternoons									
326	12.06	12.07	..	12.17	..	12.25	12.31	12.36	..
325	..	V12.43	12.48	..	12.51	12.55	1.01	1.06	..
326	1.06	1.07	..	1.17	..	1.25	1.31	1.36	..
325	..	V1.43	1.48	..	1.51	1.55	2.01	2.06	..
326	2.06	2.07	..	2.17	..	2.25	2.31	2.36	..
325	..	V2.43	2.48	..	2.51	2.55	3.01	3.06	..
326	3.06	3.07	..	3.17	..	3.25	3.31	3.36	..
325	..	V3.43	3.48	..	3.51	3.55	4.01	4.06	..
326	4.06	4.07	..	4.17	..	4.25	4.31	4.36	..
325	..	V4.43	4.48	..	4.51	4.55	5.01	5.06	..

Route 326: BELMONT to CHARLESTOWN
via Jewellstown, Windale and Mount Hutton

Route Lake BELMONT Jewellstown Windale CHARLESTOWN
Macquarie Village Mount Hutton

SUNDAYS and HOLIDAYS									
Mornings									
326	..	..	..	A7.40	..	7.48	7.54	7.59	..
326	9.59	10.01	..	10.10	..	10.18	10.24	10.29	..
326	11.29	11.31	..	11.40	..	11.48	11.54	11.59	..
Afternoons									
326	12.59	1.01	..	1.10	..	1.18	1.24	1.29	..
326	2.29	2.31	..	2.40	..	2.48	2.54	2.59	..
326	3.59	4.01	..	4.10	..	4.18	4.24	4.29	..

A - Starts from Belmont Depot 6 minutes earlier.

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BUSTALK

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SERVICES TO NEWCASTLE



		Monday to Friday												
		A	B	C	D	E	F	G	H	I	J	K	L	
AM	350	5:10	5:21	5:29	5:36	5:41	5:53	5:58	6:04
	350	5:25	5:32	5:43	5:51	5:58	6:03	6:15	6:20	6:26
	350	5:58	6:05	6:16	6:25	6:32	6:37	6:48	6:53	6:59
	349	6:18	6:23	6:28	6:33	6:40	6:48	6:54	6:59	7:13	7:19	7:27	7:33
	350	7:00	7:11	7:19	7:25	7:39	7:45	7:53	8:00
	351	6:45	6:54	7:07	7:17	7:22	7:28	7:41	7:49	7:57
	349	6:51	6:56	7:01	7:07	7:15	7:26	7:34	7:40	7:54	8:00	8:06	8:14
	350	6:56	7:05	7:18	7:30	7:38	7:45	8:00	8:06	8:14	8:22
	351	7:13	7:23	7:37	7:54	8:01	8:14	8:22	8:30
	350	7:46	7:54	8:01	8:15	8:21	8:29	8:37
351	.....	6:51	7:00	7:09	7:18	7:27	7:36	7:45	7:54	8:03	8:12	8:21	8:30
349	.....	7:25	7:32	7:40	7:46	7:55	8:08	8:16	8:23	8:39	8:45	8:53	9:01
349	.....	8:09	8:19	8:29	8:33	8:33	8:33	8:50	8:59	9:12	9:20	9:28	9:36
349	.....	8:15	8:22	8:29	8:35	8:43	8:54	9:02	9:08	9:22	9:28	9:36	9:44
350	.....	.....	9:02	.....	.....	9:15	9:26	9:34	9:40	9:54	10:00	10:08	10:16
352	.....	.....	9:11	.....	.....	9:22	.....	.....	.....	.....	.....	.....	.....
351	.....	9:06	9:16	.....	.....	9:30	.....	9:46	9:53	.....	10:06	10:14	10:22
349	.....	9:12	9:19	9:26	9:32	9:40	9:51	9:59	10:05	10:19	10:25	10:33	10:41
351	.....	9:36	9:45	.....	.....	9:58	.....	10:13	10:19	.....	10:32	10:40	10:48
350	.....	10:20	10:27	10:34	10:40	10:48	10:59	11:07	11:13	11:27	11:33	11:41	11:49
349	.....	.....	10:57	.....	.....	11:10	11:19	11:27	11:33	11:47	11:53	12:01	12:09
353	.....	.....	.....	.....	.....	11:16	.....	11:31	11:38	.....	.....	.....	.....
349	.....	11:21	11:28	11:35	11:41	11:49	12:00	12:08	12:14	12:28	12:34	12:42	12:50
350	.....	11:46	11:54	.....	.....	12:07	12:16	12:24	12:30	12:44	12:50	12:58	13:06
353	.....	.....	.....	.....	.....	12:12	.....	12:27	12:34	.....	.....	.....	.....
349	.....	12:20	12:27	12:34	12:40	12:48	12:59	1:07	1:13	1:27	1:33	1:41	1:49
350	.....	12:42	12:50	.....	.....	1:03	1:12	1:20	1:26	1:40	1:46	1:54	2:02
353	.....	.....	.....	.....	.....	1:16	.....	1:31	1:38	.....	.....	.....	.....
349	.....	1:24	1:31	1:38	1:44	1:52	2:03	2:11	2:17	2:31	2:37	2:45	2:53
350	.....	1:43	1:51	.....	.....	1:04	2:13	2:21	2:27	2:41	2:47	2:55	3:03
349	.....	.....	.....	.....	.....	.....	.....	g2:37	g2:43	g2:57	g3:03	g3:11	g3:19

am - normal type / pm - bold type

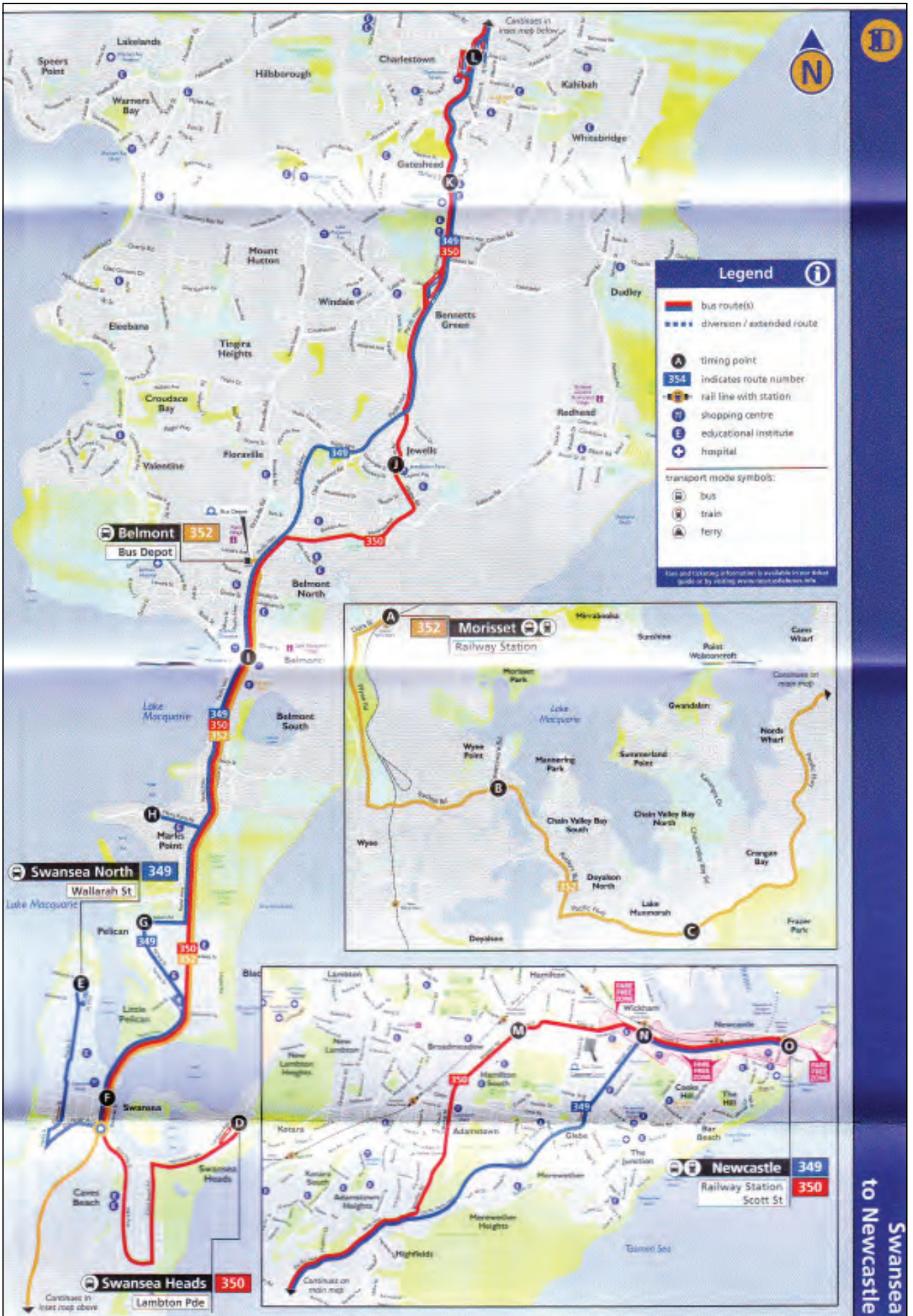
2

		from Swansea to Newcastle														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
AM	350	.....	.....	.....	5:04	.....	.....	5:14	5:22	5:28	5:32	5:44	5:49	5:55	.....	.....
	350	.....	.....	5:25	.....	5:34	.....	5:44	5:52	5:58	6:02	6:14	6:19	6:25	.....	.....
	349	.....	.....	6:11	.....	6:19	.....	6:29	6:37	6:43	6:47	6:59	7:04	7:10	.....	.....
	350	.....	.....	6:47	6:54	6:40	6:45	6:50	6:56	7:05	7:13	7:19	7:23	7:36	7:42	7:50
	349	.....	.....	.....	7:04	7:10	7:15	7:20	7:26	7:37	7:44	7:50	8:05	8:11	8:20	8:29
	350	.....	.....	7:09	.....	7:17	.....	7:27	7:37	7:44	7:50	8:05	8:11	8:20	8:29	8:37
	350	.....	.....	.....	7:23	.....	7:31	.....	7:43	7:54	8:01	8:08	8:25	8:31	8:40	8:49
	349	.....	.....	.....	7:36	7:43	7:50	7:55	8:02	8:17	8:24	.....	8:41	8:50	8:59	9:08
	350	.....	.....	7:41	.....	7:50	.....	8:02	8:14	8:21	8:28	8:45	8:51	9:00	9:09	9:18
	350	.....	.....	7:56	.....	8:05	.....	8:17	8:29	8:36	8:43	9:00	9:06	9:14	9:23	9:32
PM	349	.....	.....	.....	8:07	8:14	8:21	8:26	8:33	.....	8:48	8:55	.....	9:11	9:19	9:28
	349	.....	.....	.....	8:40	8:47	8:54	8:59	9:06	.....	9:20	9:26	.....	9:41	9:49	9:58
	350	.....	.....	.....	8:46	.....	8:55	.....	9:07	9:18	9:25	9:31	9:46	9:52	10:00	10:09
	352	8:40	8:50	9:00	.....	9:11	.....	9:22	.....	.....	.....	.....	.....	.....	.....	.....
	350	.....	.....	9:16	.....	9:25	.....	9:37	9:48	9:55	10:01	10:16	10:22	10:30	10:39	10:48
	349	.....	.....	.....	9:40	9:47	9:54	9:59	10:06	10:20	10:26	.....	10:41	10:49	10:58	11:07
	350	.....	.....	10:16	.....	10:25	.....	10:37	10:48	10:55	11:01	11:16	11:22	11:30	11:39	11:48
	349	.....	.....	.....	10:40	10:47	10:54	10:59	11:06	11:20	11:26	.....	11:41	11:49	11:58	12:07
	350	.....	.....	11:16	.....	11:25	.....	11:37	11:48	11:55	12:01	12:16	12:22	12:30	12:39	12:48
	349	.....	.....	.....	11:40	11:47	11:54	11:59	12:06	12:20	12:26	.....	12:41	12:49	12:58	13:07
350	.....	.....	12:16	.....	12:25	.....	12:37	12:48	12:55	1:01	1:16	1:22	1:30	1:39	1:48	
349	.....	.....	.....	12:40	12:47	12:54	12:59	1:06	.....	1:20	1:26	.....	1:41	1:49	1:58	
350	.....	.....	1:16	.....	1:25	.....	1:37	1:48	1:55	2:01	2:16	2:22	2:30	2:39	2:48	
349	.....	.....	1:40	.....	1:47	1:54	1:59	2:06	.....	2:20	2:26	.....	2:41	2:49	2:58	
350	.....	.....	.....	.....	.....	.....	.....	.....	.....	b2:41	b2:47	b3:02	b3:08	b3:16	b3:24	
350	.....	.....	2:16	.....	2:25	.....	2:37	2:48	2:55	3:01	3:18	3:24	3:32	3:41	3:50	
350	.....	.....	.....	.....	.....	.....	.....	.....	.....	c3:27	c3:34	c3:51	c3:57	c4:05	c4:13	

AM times - normal text

(2)

PM times - bold text



More and more Mooney Mooney

JIM O'NEIL *responds to* ROBERT HENDERSON

Bob Henderson is right, I've slipped up in my comments on the Saturday services on the route 592 timetable reprinted on page 8 of the August Times. It's the morning bus which starts from Berowra Station and has no corresponding afternoon service back from Mooney Mooney (though you could have half an hour at Mooney Mooney between 9.25 and

10.02, if you had reason to travel there from Berowra on a Saturday.) Travelling from Mooney Mooney to Hornsby on a Saturday, you had a bit over four hours before the bus returned. This would have allowed you to go into town, but why not catch the train at Brooklyn? There are shops at Hornsby, as I know from personal experience, but I doubt you'd stay

there for four hours. My impression of Brooklyn from passing through on the train was that there wasn't much there and I'm glad to have Bob confirm my guess on that. This seems an example of the careless reader misreading his timetable, and I can't really make any excuse for that

Regards

Jim O'Neil

Fruits of Federation

A Book Review by VICTOR ISAACS

Fruits of Federation: The Grafton-Brisbane Uniform Gauge Railway and Clarence River Bridge, by Robert Lee, Loco Works Publications, 2009, 176 pages, hardback, \$60.

This is a splendid book!

Robert Lee, already renowned for his histories of NSW and Victorian railways, has again produced a book placing railway history within its overall position in society. Specifically, this book tells how the NSW North Coast railway became the main interstate Sydney-Brisbane railway. He gives a superb account of the political context. Lee tells how, of all the proposals to

solve Australia's notorious railway gauge problems, this was the only one to succeed in the 1920s. In so doing, the lightly built, pioneer line from Grafton to Kyogle was upgraded to become an interstate mainline – but not upgraded enough. He recounts the building of the line northwards from Kyogle into Queensland through the Richmond Gap tunnel, and, in particular the building of the large bridge over the Clarence River at Grafton. Indeed, this book originated as study for engineering recognition of the bridge.

In an interesting observation, Dr Lee describes the decision by the Queen-

sland government to close the Tweed Heads line in 1961 as “the stupidest transport decision in Australian history” (page 8). That will give rise to debate. I think it is probably the second stupidest decision, following the NSW government's closure of the Sydney tramway system.

The book is copiously illustrated with many historical photographs. In particular, the author has unearthed a cache of photographs by C A Cardew of the NSWGR Mechanical department. There are also many recent photographs.

This book is highly recommended.

When I take my sugar to Mackay

Have a sweet tooth? Then you'd like QR's sugar service, described by GEOFF LAMBERT

When I take my sugar to tea
All the boys are jealous of me
For I never take her where the
gang goes
When I take my sugar to tea.

When Pierre Norman 1st recorded this Irving Kahn classic in 1931, America was in the grip of the Great Depression—the song belied the times. Things were not so sweet in Central Queensland, where the sugar industry was struggling to survive. But, still, sugar and cane traffic was heavy enough for the Queensland Railways to devote several pages of its WTT to it.

The Coat of Arms of Queensland (right—the first in Australia) is sur-

mounted by two sprigs of sugar cane, indicative of the already strong position of the industry when the arms were approved by Buckingham Palace in 1892. Most mills were cooperatives, with shares held by the cane-growers, but many were taken over by conglomerates in the 20th Century. Like sugar mills all over the world, the main form of transport was by rail.

The sugar cane tramways of Queensland are well-known and, by the last third of the Twentieth Century carried a greater tonnage than all but the largest Australian state railways. This prodigious traffic was handled by a sophisticated network of two-foot gauge tramways which boasted technology



the equal of the state-owned railways.

The first mills in the Mackay District opened in 1867 and nearly 40 had come into being by the turn of the Century. Biggest of them all—and one of two still operating—was Plane Creek Mill at Sarina. Plane Creek was different in some ways.

(Continued on page 16)

The following alterations in the Time Tables will be brought into operation when advised by the General Manager, Rockhampton.

TIME TABLE—SUGAR SEASON, 1939. CANE TRAFFIC—ST. LAWRENCE AND MACKAY.

Extra trains will run as under :—

Station.	44 C	46 C	40 C	42 C	48 C	38 C	—
	Except Mon.	Monday.	Daily.	Daily.	As req'd.	Daily. ex. Sat. but incl. Sun.	
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	
Sarina depart	1 10 ⁸²	3 0	9 0 ³³	5 5 ²⁴⁷	8 20 ²⁴⁵	..	..
Yukan arrive	..	..	..	..	8 50	..	..
Ditto depart	..	..	..	..	9 10 ⁴²⁵	..	..
Koumala arrive	2 35	4 25 ^{39C}	9 50	5 55 ^{47C}	9 55 ^{37, 425}	..	..
Ditto depart	..	..	10 15 ⁸⁷	..	..	10 40	..
Koota arrive	..	..	..	..	..	11 55 ²⁴⁹	..
Ditto depart	..	..	..	..	..	12 0 ²⁴⁹	..
Carmila arrive	..	..	m11 45 ⁹⁷	..	..	m 1 25 ^{A.M.}	..

Station.	45 C	39 C	41 C	47 C	43 C	—	—
	Sunday.	Daily.	Daily	As req'd.	Ex. Sat.		
	P.M.	A.M.	P.M.	P.M.	P.M.		
Carmila depart	..	2 0	12 45 ⁷⁰	..	..	..	..
Koota depart	..	..	..	..	..	..	..
Koumala arrive	..	4 50	..	..	..	..	..
Ditto depart	11 50	5 5 ^{46C}	2 20	4 40 ^C	9 55 ^{48C}	..	..
Yukan .. .. ..	..	..	..	..	..	..	..
Sarina arrive	m 1 15	5 55 ^{268, 74 46C}	3 10 ⁷⁸	6 0 ^{42C}	m11 25 ⁸⁸	..	..
	A.M.	30, 268, 74 46C	..	290	..		
	MON.	..	..	..	..

No. 38 C will supply empties Koumala to Carmila.

Nos. 44 C, 48 C and 46 C will supply empties to all Sidings to Koumala.

No. 40 C will supply empties to Carmila.

No. 42 C will convey empties for Sidings Koumala to Carmila.

No. 45 C will clear Koumala and Sidings to Sarina.

No. 39 C will clear Sidings Carmila to Koumala.

No. 41 C will convey a load of cane from Carmila and Sidings as instructed.

Nos. 43 C and 47 C will clear Koumala, and Sidings Koumala to Sarina.

No. 37 Down will clear cane from Kalarka, Elalie, and Flaggy Rock. Station-master St. Lawrence must arrange to leave room on this train to clear these Sidings.

Nos. 30 Up and 37 Down will supply empties and clear loading between Sarina and Paget Junction.

No. 37 Down Monday, Tuesday, Wednesday and Friday will leave St. Lawrence 2.10 p.m. and arrive Carmila 4.45 p.m., thence as per Working Book to Sarina, thence Sarina depart 10.45 p.m., Paget Junction arrive 12.45 depart 1.0, meets 2 Up, Mackay arrive 1.15 a.m.

No. 37 Down on Thursday and Saturday will leave St. Lawrence 2.10 p.m. and arrive Carmila 4.45 p.m., thence as per Working Book to Sarina, thence Sarina depart 11.5 p.m., Paget Junction arrive 1.5 a.m. Friday and Sunday depart 1.20. Mackay arrive 1.35 a.m.

No. 30 will leave Mackay at 2.30 a.m., Paget Junction 2.45, Sarina arrive 4.45 a.m., thence as per working time table.

No. 82 Up Sundays only will run : Mackay depart 7.10 p.m., Sarina arrive 8.25, depart 8.35, Koumala 9.25, Carmila arrive m 10.55, meet 249 Down and change men, depart 11.20 p.m., Elalie 12.5 a.m. (Monday), Kalarka 12.35, St. Lawrence arrive 1.20 a.m.

DOWN TRAINS—NETHERDALE, KUNGURRI, AND ETON TO MACKAY.

Stations.	5	1A	1	3	7	9	9A	9	9B	19	11	11	5A	5A	15	15	17	17
	Goods. Tues. only.	Mixed. As reqd.	Motor Pass. Except Monday.	Motor Pass. Tues.	Goods. Except Monday.	Goods. Mon. Tues. Thurs. Sat. Saturdays.	Goods. Except Mon.	Goods. Wed. and Fri.	Goods. Wed. Fri.	Goods. Except Monday.	Motor Pass. Mon. Wed. Th. Fri.	Motor Pass. Sat. only.	Goods. Mon. only.	Goods. Except Monday.	Goods. Sat.	Goods. Except Sat.	Goods. Sat.	Goods. Except Sat.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Netherdale dep.	5 35	6 10	6 35	6 38	..	..	..	..	..	6 20	..	..	..	..	1 5	1 5	..	..
Finch Hatton arr.	6 10	6 35	6 38	..	..	..	..	..	..	7 0	..	..	..	..	2 25	2 25	..	..
Ditto dep.	6 23	6 38	..	..	..	..	..	..	..	7 15	..	..	..	..	3 15	3 15	..	..
Tannalo ..	..	..	..	..	..	..	..	..	..	7 45	..	..	..	..	..	..	7 10	8 15
Pinnacle ..	..	..	..	..	..	..	..	..	..	7 55	..	..	..	..	..	..	7 40	8 45
Gargett .. arr.	6 53	..	..	..	..	..	..	..	..	8 0	..	..	..	..	4 25	4 25	..	..
Owens Creek dep.	..	..	..	..	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..
Mount Castor dep.	..	..	..	..	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..
Gargett .. arr.	..	..	..	..	..	..	..	..	..	10 40	..	..	..	..	..	..	..	..
Gargett .. dep.	..	6 58	7 3	..	..	..	..	..	..	..	..	..	..	..	5 45	5 45	8 20	9 55
Benholme arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kungurri.. dep.	..	..	..	6 30	7 0	..	..	..	..	..	..	..	12 45	12 45	..	..	..	..
Benholme arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Benholme dep.	7 18	7 18	7 20	6 55	8 20	10 50	..	..	..	9 35	..	..	2 10	2 10	6 10	6 10	8 50	10 45
Mirani .. arr.	..	..	7 30	..	8 40	11 5	..	..	..	9 50	..	..	2 35	2 35	6 25	6 30	9 5	11 0
Ditto .. dep.	..	7 31	7 38	7 5	9 0	11 25	..	..	..	10 0	..	..	2 55	2 55	6 40	6 45	9 15	11 10
Marian .. arr.	..	..	..	..	9 25	11 50	..	..	..	10 25	..	..	3 20	3 20	7 5	7 10	9 40	11 35
Ditto .. dep.	..	7 53	7 58	7 23	9 55	12 30	..	..	..	10 55	..	..	4 25	4 25	7 35	7 40	..	..
Newbury Jct. arr.	..	8 0	8 5	7 30	10 5	12 40	..	..	..	11 5	..	..	4 35	4 35	7 45	7 50	..	..
Eton .. dep.	7 0	..	..	8 20	..	..	..	..	..	..	3 0	3 30	..	..	..	..	..	..
Victoria Siding ..	7 45	..	..	8 45	..	..	..	..	..	..	3 30	4 0	..	..	..	..	..	..
Newbury Jct. arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newby Jct. dep.	8 7	8 12	8 50	8 50	10 20	12 55	..	..	..	11 15	..	..	4 55	4 55	8 0	8 0	..	..
Walkerston arr.	..	..	..	..	..	1 45	..	..	..	..	..	..	..	..	..	..	..	..
Ditto .. dep.	..	8 28	8 32	9 10	11 5	2 30	..	..	..	11 55	..	..	5 40	5 40	8 45	8 45	..	..
Paget J'cton arr.	..	..	..	..	..	1 35	..	..	..	12 35	..	..	6 25	6 25	9 30	9 30	..	..
Ditto .. dep.	..	8 52	8 55	..	11 50	3 30	..	..	..	12 50	..	..	6 40	6 40	9 45	9 45	..	..
Mackay .. arr.	..	9 5	9 40	9 40	12 5	3 45	..	..	..	..	..	..	8 35	8 35	9 45	9 45	..	..

NOTE.—Nos. 22A and 1A will run only when Rail Motor is not available to work 22 Up and 1 Down, and on occasions when passenger traffic is in excess of capacity of Rail Motor

ARRANGEMENTS FOR WORKING TRAFFIC.

MACKAY DISTRICT LINES.

Up Trains.

No. 2 Up will take forward loading for Walkerston, Pleystowe, Marian, Benholme, and Benholme-Kungurri Branch, and empties from Pleystowe, and Marian Mills, and supply, as instructed, Mirani West to Kungurri, leaving surplus empties at Benholme for **12 Up**.

Nos. 4 and 4A will shunt and do roadside to Newbury Junction, lift cane loading from Paget Junction, and attach empties at mills for Mirani and Kungurri Branch.

No. 4A will shunt and do roadside at Mirani West.

Nos. 4 and 28 will do roadside and shunting on Eton Branch.

No. 6 will supply empties to Watt's Siding at Benholme.

Nos. 6 and 6A Up will supply empties on Owens Creek Branch.

No. 8 Up will take forward loading for Racecourse and Pleystowe, lift empties from all sugar mills and shunt as required Mackay to Netherdale, and will also do roadside work.

No. 10 Up will NOT shunt between Mackay and Newbury Junction but will attach and deliver empties beyond Newbury Junction as instructed.

No. 12 Up except Saturdays will take forward cane ex, **54 Up** and will shunt Racecourse Mill, Pleystowe, Newbury Junction, Marian, Pinnacle, Uruba, Finch Hatton, and Boongana.

No. 12 Up Saturdays will take forward cane ex **54 and 58 Up**, attach any empties required from all sugar mills, and deliver empties, en route, as instructed.

Nos. 18A and 22A Up (as required) will NOT shunt between Mackay and Finch Hatton unless authorised by the District Superintendent, Mackay. These trains will supply empties to Boongana when required.

No. 26 Up when running will take forward loading for Owen's Creek Branch, and cane ex **58 Up** for Pleystowe and Marian, and supply empties to Pinnacle and Tannalo.

Down Trains.

No. 1A Down, when running, will NOT shunt between Finch Hatton and Mackay unless instructed by the District Superintendent Mackay. This train will lift Finch Hatton sugar and will clear loading from Netherdale and Boongana.

No. 5 will lift loading Eton Branch.

No. 5A will clear loading from Kungurri Branch, Mirani West, Victoria Siding, Vince, and sugar from Pleystowe, but will not shunt Racecourse Mill except to detach loading.

No. 5A Mondays will clear sugar from Racecourse Mill.

No. 7 will clear loading from Kungurri Branch, Mirani, and Newbury Junction, also sugar from mills.

When **5A** does not run, **7 Down** will clear all sidings.

Nos. 9 and 9A will clear cane between Owens Creek and Gargett, and lift sugar from mills.

No. 15 Down will clear cane from places between Netherdale and Gargett, and from Mirani West, giving preference to Pleystowe cane, and will be banked to Gap by engine of **12 Up**. The guard of **12 Up** will assist the guard of **15 Down** with the shunting at Gargett.

No. 17 Down will clear loading from Tannalo, Pinnacle, Gargett, Mirani, and Sidings between Gargett and Marian. All Marian cane is to be cleared.

No. 19 Down will clear loading from Boongana, Finch Hatton, Uruba, Pinnacle, Gargett and Marian.

The Station Master at Gargett will arrange for engine of **19 Down** to supply empties and lift loading from Clarke's Siding.

The Station-master Gargett will arrange for engines of **9 and 17 Down** to take extra loading to Gap Siding when necessary.

Station-masters and Officers in charge will apply to the District Officer when necessary to reduce overtime for certain trains to be worked through their Station under amended Rule 442.

Up Trains

OWENS CREEK BRANCH.

Down Trains.

Stations.	6	6	6A	6B	Stations.	9	9A	9B	9
	Goods. Ex. Mo.	Goods. Mon.	Goods. Ex. Mo.	Goods. W. & F.		Goods. Ex. Mo.	Goods. Ex. Mo.	Goods. W. & F.	Goods. Mon.
	A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.
Gargett (W)-OS dep.	3 55	6 30	7 0	9 50	Owens Creek d.	5 30	..	..	8 20
Lumburra ..	D	D	..	..	Pakula ..	D	..	..	D
Berriwerri ..	D	D	..	10 5	Abbottville ..	D	..	..	D
Mount Castor	a. D	D	7 35	..	Mt Castor d.	D	8 5	..	D
Abbottville ..	.. D	D	..	..	Berriwerri ..	D	..	10 25	D
Pakula ..	.. D	D	..	..	Lumburra ..	D	..	..	D
Owens Creek	arr 4 50	7 40	..	..	Gargett arr.	6 25	8 45	10 40	9 30

Nos. 6 Up and 9 Down on Gargett-Owens Creek Branch can be rearranged by the Station-master Gargett according to the loading to be cleared from Sidings. District Superintendent Mackay to be advised promptly of train arrangements made by wire.

Speed of Trains on this Branch must not exceed 12 miles an hour, except between 3 miles 68 chains and 4 miles 20 chains when speed may be increased to 20 miles per hour so that bank at 3 miles 70 chains may be negotiated. The fireman will assist the guard to shunt when required, in accordance with Clause 125 of By-law 316.

While, it had its own tram system, much of the cane supplied to Plane Creek Mill came on the government 3 foot 6 inch gauge railway. Opened south from Mackay to Sarina in 1915 and connected to the line advancing north in 1922.

The QR timetable from which the preceding pages were abstracted was the "Central Line and Branches" WTT of 28th May 1939, the "Sugar Season" Time Table was a 5 page section at the rear of the book.

Page 76 dealt with special cane trams and return empty workings on the Carmila-Sarina section of the North Coast Line. Some of these seem to have run to odd schedules— see Nos. 45C and 46C for instance that sets out j from Koumala just before midnight on a Sunday and returns to Sarina by 2:35 am on Monday. Was it really conveying cane at that hour?

*Every Sunday afternoon
We forget about our cares
Rubbing elbows at the Ritz
With those millionaires*

Pages 77-79 dealt with cane traffic on the complex of branches leading west from Mackay. The normal Up service immediately west of Mackay as far as Newbury Jct was 10 goods trains per week— but the sugar season traffic pushed this up to 30. The passenger service went up from 11 to 17— these were presumably for cane-cutters. In some seasons the railmotors on some branches were replaced with loco-hauled trains.

Page 80 showed more details of the Owens Creek branch near the western end of the above branch network. Here the weekly mixed was replaced by a 13 trains per week service in the sugar season— quite a jump in traffic.

Springtime is usually the Sugar Season, but the exact timing depends on progress of the crop and so no specific dates are given for when the switch occurred— this was left up to the General Manager at Rockhampton. Although Rockhampton was theoretically in control, many decisions were left to the local Stationmasters, as is indicated in the complex instructions on pages 76 and 80. A certain degree of flexibility was also possible by the use of "Amended Rule 442"— the noto-

rious, complicated and lengthy rule designed to streamline crossings of trains on QR Staff and Ticket sections

Nearly all the mills are closed now, as are all the sugar lines west of Mackay— to be replaced by one of the world's busiest coal railways..

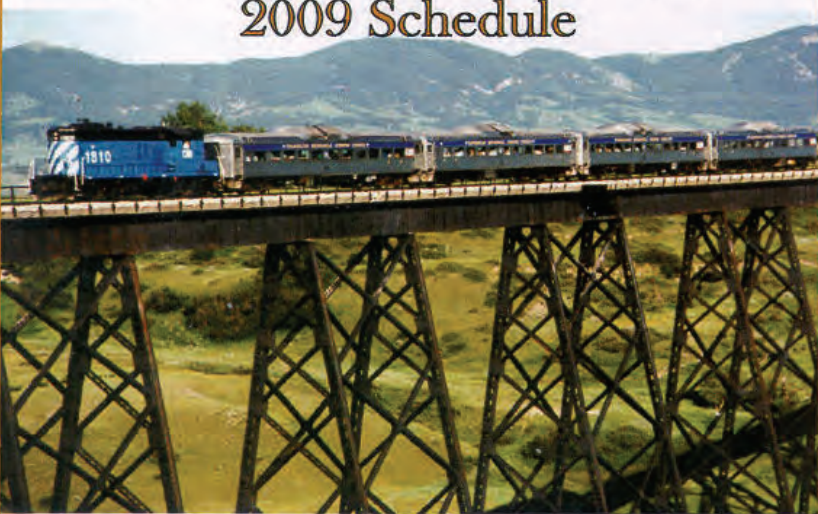
And for those who DO have a sweet tooth, or are still hungry for trains of food, consider the Chew Choo train below. This unusual timetable is in the form of a large

fridge magnet (more food connotations) and comes from the collection of Kent Hannah, Editor of *The Timetable Collector*. If you don't know what a chokecherry is and wish to find out*, why not book a trip on Charlie's Chew Choo? This item will be available in AATTC's Distribution List.

* [or you could Google on it and discover it is really a berry and is poisonous to horses. This *Times* item just happened to be compiled on the day the Chokecherry train ran this year]

CHARLIE RUSSELL CHEW CHOO

Montana's Premier Dinner Train 2009 Schedule



DEPARTS 6:00 p.m.
June 6 June 13 June 27
July 3 July 11 July 18

DEPARTS 5:00 p.m.
August 1 August 8
August 22 August 29

DEPARTS 4:00 p.m.
September 12 Chokecherry Train
September 26

* Oktoberfest * New Year's
Call for December POLAR RUN Schedule
Or for more information on our
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