Trans-Siberian Railway

China-Europe Block Train

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Metro

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The Times

July 2015 — Vol 32 No. 07, Issue No. 308

—Contents—

CENTRAL STATION IN MELBOURNE, 1927

Launceston's Turn Up and Go

by Hilaire Fraser

THE CITY OF LAUNCESTON is situated in Northern Tasmania 200 miles north of Hobart. It is situated where the South Esk River and the North Esk River combine to form the Tamar River which flows north to Bass Strait. Launceston has a population of 106, 000 people.

Previously tramways operated in Launceston to Mowbray Heights, Carr Villa, Talbot Rd, Basin Rd, Newstead, Trevallyn and Kings Wharf. Trolley buses later operated to Newnham Park (extended from Mowbray Heights tram terminus), Quarantine Rd (extended from Carr Villa), Talbot Rd, Basin Rd and Norwood (extended from Newstead)

Following the success of the Hobart Turn Up and Go bus service between Hobart City and Glenorchy introduced by Metro on 3 November 2013 Metro introduced a Turn Up and Go service between Launceston City and the University on 22 February 2015.

Prior to 22 February 2015 Launceston North was served Monday to Friday between 8am & 6pm as follows:-

- 2 Launceston City to University leaving Launceston City at 8.19, 8.53, 9.23, 9.54, 10.26, 10.57, 11.27, 11.56, 12.30, 1.00, 1.30, 2.00, 2.30, 3.00, 3.35, 4.00, 4.30, 5.00 and 5.30.

- 6 Launceston City to Alanvale anti-clockwise leaving Launceston City at 8.10, 9.13, 10.15, 11.16, 12.20, 1.20, 2.13, 3.20, 4.21 and 5.20.

- 7 Launceston City to Alanvale clockwise leaving Launceston City at 8.43, 9.45, 10.47, 11.48, 12.50, 1.50, 2.50, 3.50, 4.50 and 5.50.

- 10 Launceston City to Rocherlea leaving Launceston City 8.31, 9.04, 9.35, 10.04, 10.36, 11.06, 11.36, 12.10, 12.40, 1.10, 1.40, 2.10, 2.35, 3.10, 3.45, 4.10, 4.40 and 5.10.

From 22 February the above situation was regularised with route 6 to Alanvale now via University operating 15 minutes past the hour, route 7 to Alanvale now via University operating at 45 minutes past the hour, route 8 (previously 2) to University operating on the hour and half-hour and route 10 to Rocherlea operating at 10 and 40 minutes past the hour. Thus Launceston City to University now has a bus service every 15 minutes.

Also trips to the city have been regularised with journeys timetabled to leave the University at 15 (route 8), 25 (route 7), 45 (route 8) and 55 (route 6) minutes past the hour. Thus there is a maximum wait of 20 minutes for buses travelling from the University to the City. From Mowbray buses leave for the City on the hour (route 6), then at 10 (route 10), 20 (route 8), 30 (route 7), 40 (route 10), 50 (route 8) minutes past the hour. Thus the service from Mowbray to the City operates every 10 minutes.

The 22 February timetables maintain the Monday to Friday evening service on route 10 departing the City at 6.10, 7.10, 8.10, 9.10 and 10.10 and on Saturday evening departing the city at 6.10, 7.00, 8.00, 9.10 and 10.10. A daytime Saturday service on route 10 continues to operate on average hour-hourly, and also Saturday services continue to leave the City at 8.38 (route 7), 10.25 (route 6), 12.30 (route7), 2.25 (route 6), 4.40 (route 7). The Sunday service on route 10 continues to operate hourly from 10.10am to 6.10pm.

The 22 February timetables and route map accompanies this article.

Launceston North

Look for bus numbers

6 7 8 10

Buses operate linking:

→ Rocherlea
Mayfield
Alanvale
Newnham
University
Mowbray
Invermay
Launceston City

GO Turn up and GO

See back for detailed route descriptions

Effective 22 February 2015

please **SIGNAL DRIVER**

metro

Bus Route Descriptions

6 Alanvale to Launceston City
via Newnham, University, Mowbray & Invermay. Service operates Monday – Saturday.

7 Alanvale to Launceston City
via Mayfield, University, Mowbray & Invermay. Service operates Monday – Saturday.

8 University to Launceston City
via Mowbray & Invermay. Service operates Monday – Friday.

10 Rocherlea to Launceston City
via Mayfield, Mowbray & Invermay. Service operates 7 days.

GO Turn up and GO
University to Launceston City
The above routes combine to offer a maximum wait of **10 MINS** Mowbray to Launceston City, **15 MINS** Launceston City to University, **20 MINS** University to Launceston City, MONDAY–FRIDAY, 8am–6pm.

metro

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13 22 01
or visit
www.**metrotas**.com.au

PO Box 61, Moonah TAS 7009

TG10631| Version 5 | 22 Feb 2015

Welcome Aboard **Metro**

This timetable details the bus services operated by **Metro** in the areas listed on the cover.

Our bus services will enable you to go shopping, to work, to school or to social events, quickly and comfortably.

At the bus stop please ensure you "hail" the bus driver of the bus you wish to catch and where possible tender the correct fare.

Please move to the back of the bus and make the seats in the front rows of the bus available for elderly or less able passengers.

Copies of timetables and other information about services we operate are available by calling **13 22 01** or by visiting www.**metrotas**.com.au.

How to use this timetable

1. Using the route map provided, find the two timing points you are located between.

2. Locate these two timing points on the timetables.

3. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is situated between timing points Ⓐ and Ⓑ on the map, then the bus is scheduled to arrive between the time listed for Ⓐ and the time listed for Ⓑ.

Please note all times are approximate only and may vary due to traffic conditions. It is advisable to be at your bus stop at least five minutes ahead of the indicated time.

Metro Tickets

A range of tickets are available for travel on **Metro** services. Tickets work on a sectional basis; the further you travel, the more you pay. Section numbers are indicated on all bus stops.

Our most popular ticket options include:

- **Single use** tickets, which are purchased from the bus driver; or
- **Greencard**, a smartcard that can be recharged with credit. Customers may recharge on any **Metro** bus (cash only), online or at a **Metro** agent.

For more information on all **Metro** tickets please call **13 22 01** or visit www.**metrotas**.com.au

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Launceston City - Invermay - Mowbray - University - Alanvale - Mayfield - Rocherlea

Look for bus numbers: 6 7 8 10

map ref	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
	Launceston City St John St	Mowbray Shops Stop 9	University Stop U2	Newnham Alanvale Road	Mayfield Stop 13 G.Town Road	Alanvale Terminus Tompsons Lane	Rocherlea Terminus Blackwood Drive
Look for bus numbers	ⓄⓀ Departs Stop E	ⓄⓀ **GO** Turn up and GO					

Monday to Friday

	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
7	6.20	6.29	6.33	6.37	6.44	.....	.....
7	6.50	6.59	7.03	7.07	7.14	.....	.....
10	7.14	7.23	.....	.....	7.27	7.32	7.32
6	7.30	7.39	7.43	.....	7.47	7.54	7.54
10	7.34	7.43	.....	.....	7.47	7.52	7.52
7	7.40	7.49	7.53	7.57	8.04	.....	.....
10	8.00	8.09	.....	.....	8.13	8.18	8.18
8	8.15	8.11	8.15	.....	.....	.....	.....
6	8.15	8.25	8.30	.....	8.35	8.43	8.43
8	8.30	8.41	8.45	.....	.....	.....	.....
7	8.40	8.51	9.00	9.05	8.55	9.12	9.00
10	8.45	8.55	.....	9.05	8.55	9.12	9.00
8	9.00	9.11	9.15	.....	.....	.....	.....
10	9.10	9.21	.....	.....	9.25	9.30	9.30
6	9.15	9.25	9.30	.....	9.35	9.43	9.43
8	9.30	9.41	9.45	.....	.....	.....	.....
10	9.40	9.51	.....	.....	9.55	10.00	10.00
7	9.45	9.55	10.00	10.05	9.55	10.12	.....
10	10.00	10.11	10.15	.....	10.25	10.30	10.30
8	10.10	10.21	10.30	.....	10.35	10.43	10.30
6	10.15	10.41	10.45	.....	10.35	10.43	.....
10	10.30	10.41	10.45	.....	10.55	11.00	11.00
10	10.45	10.55	11.00	11.05	10.55	11.12	11.00
8	11.00	11.11	11.15	.....	11.25	11.30	11.30
6	11.10	11.21	11.21	.....	11.35	11.43	11.30
8	11.15	11.30	11.30	.....	11.35	11.43	.....
7	11.30	11.41	11.45	.....	11.55	12.12	.....
7	11.40	11.55	12.00	12.05	11.55	12.12	12.00
10	11.45	12.11	12.15	.....	12.25	12.30	12.30
10	12.00	12.10	12.15	.....	12.25	12.30	.....
6	12.10	12.25	12.30	.....	12.35	12.43	12.43
8	12.15	12.41	12.45	.....	12.55	1.12	1.00
10	12.30	12.41	12.45	.....	12.55	1.12	.....
7	12.40	12.51	1.00	1.05	12.55	1.12	1.00
10	12.45	12.55	1.00	1.15	1.25	1.30	1.30
8	1.00	1.11	1.15	.....	1.25	1.43	1.30
10	1.10	1.21	1.30	.....	1.35	1.43	.....
6	1.15	1.25	1.45	.....	1.35	1.43	1.43
8	1.30	1.41	1.45	.....	1.55	2.00	2.00
7	1.40	1.51	2.00	2.05	1.55	2.12	2.00
10	1.45	1.55	2.00	2.15	1.55	2.12	.....
8	2.00	2.11	2.15	.....	2.25	2.30	2.30
pm 10	2.10	2.21	2.30	.....	2.25	2.30	.....
6	2.15	2.25	2.30	.....	2.35	2.43	2.43
8	2.30	2.41	2.45	.....	2.55	3.00	3.00
10	2.40	2.51	3.00	3.05	2.55	3.12	.....
7	2.45	2.55	3.00	3.15	2.55	3.12	3.00
10	3.00	3.11	3.15	.....	3.25	3.30	3.30
6	3.15	3.25	3.30	.....	3.25	3.43	3.30
8	3.30	3.41	4.00	.....	3.55	3.43	.....
7	3.45	3.55	4.00	4.05	3.55	4.12	4.05
8	4.00	4.11	4.15	.....	4.00	4.00	.....
10	4.10	4.21	.....	.....	4.25	4.30	4.30

Launceston City - Invermay - Mowbray - University - Alanvale - Mayfield - Rocherlea

Look for bus numbers: 6 7 8 10

map ref	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
	Launceston City St John St	Mowbray Shops Stop 9	University Stop U2	Newnham Alanvale Road	Mayfield Stop 13 G.Town Road	Alanvale Terminus Tompsons Lane	Rocherlea Terminus Blackwood Drive
Look for bus numbers	ⓄⓀ Departs Stop E	ⓄⓀ **GO** Turn up and GO					

Monday to Friday (cont...)

	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
6	4.15	4.25	4.30	.....	4.35	4.43	.....
8	4.30	4.41	4.45	.....	4.55	5.00	5.00
10	4.40	4.51	5.00	5.05	4.55	5.12	5.00
7	4.45	4.55	5.00	5.15	4.55	5.12	.....
8	5.00	5.11	5.15	.....	5.25	5.30	5.30
10	5.10	5.21	5.30	.....	5.25	5.30	.....
6	5.15	5.25	5.45	.....	5.55	6.00	6.00
8	5.30	5.45	5.45	.....	5.55	6.00	.....
10	5.40	5.51	6.00	6.05	6.20	6.12	6.00
6	5.45	5.55	6.00	6.05	6.20	6.23	.....
10	6.00	6.10	6.15	.....	6.20	6.23	6.28
7	6.10	6.19	6.43	6.47	6.23	6.28	.....
6	6.30	6.39	6.43	6.47	7.23	6.54	6.28
10	7.00	7.19	.....	.....	7.23	7.28	7.28
10	8.00	8.19	.....	.....	8.23	8.28	8.28
10	9.00	9.18	.....	.....	9.21	9.26	9.26
10	10.10	10.18	.....	.....	10.21	10.21	10.26

GO Turn up and GO
University to Launceston City
Routes 6, 7, 8 & 10 combine to offer a maximum wait of
10 MINS Mowbray to Launceston City.
15 MINS Launceston City to University,
20 MINS University to Launceston City,
MONDAY–FRIDAY, 8am–6pm.

ⓘ See other side for services to Launceston City and bus route map ↑

ⓘ Route 8 does not operate on Weekends or Public Holidays.
ⓘ Routes 6 & 7 do not operate on Sundays or Public Holidays.

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Wheelchair Accessible Services
easy ACCESS ROUTE

A number of Metro's bus services are operated by wheelchair accessible buses. Please call 13 22 01 to confirm whether an accessible bus is being used on a particular service.

Launceston City - Invermay - Mowbray - University - Alanvale - Mayfield - Rocherlea

Look for bus numbers: 6 7 10

map ref	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
	Launceston City St John St	Mowbray Shops Stop 9	University Stop U2	Newnham Alanvale Road	Mayfield Stop 13 G.Town Road	Alanvale Terminus Tompsons Lane	Rocherlea Terminus Blackwood Drive
Look for bus numbers	ⓄⓀ Departs Stop E						

Saturday

	Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓔ	Ⓕ	Ⓖ
10	8.10	8.21	.....	.....	8.25	8.30	8.30
7	8.38	8.47	8.51	8.55	9.02	9.02	.....
10	9.10	9.21	.....	.....	9.25	9.30	9.30
10	9.40	9.51	.....	.....	9.55	10.00	10.00
10	10.10	10.21	.....	.....	10.25	10.30	10.30
6	10.25	10.34	10.38	.....	10.42	10.49	10.49
10	10.40	10.51	.....	.....	10.55	11.00	11.00
10	11.10	11.21	.....	.....	11.55	11.30	11.30
10	11.40	12.21	.....	.....	11.55	12.00	12.00
7	12.10	12.39	12.43	12.47	12.54	12.54	12.30
10	12.30	12.51	.....	.....	12.55	1.00	1.00
10	12.40	1.00	.....	.....	1.15	1.20	1.20
10	1.40	1.51	.....	.....	1.55	2.00	2.00
10	2.00	2.11	.....	.....	2.15	2.20	2.20
6	2.25	2.34	2.38	.....	2.42	2.49	2.49
10	2.40	2.51	.....	.....	2.55	3.00	3.00
10	3.00	3.11	.....	.....	3.15	3.20	3.20
10	3.30	3.41	.....	.....	3.45	3.50	3.50
pm 10	4.00	4.11	.....	.....	4.15	4.20	4.20
7	4.40	4.49	4.53	4.57	5.04	5.04	.....
10	5.10	5.21	.....	.....	5.25	5.30	5.30
10	6.10	6.21	.....	.....	6.25	6.30	6.30
10	7.00	7.11	.....	.....	7.15	7.20	7.20
10	8.00	8.11	.....	.....	8.15	8.20	8.20
10	9.10	9.21	.....	.....	9.25	9.30	9.30
10	10.10	10.21	.....	.....	10.25	10.30	10.30

Launceston City - Invermay - Mowbray - Rocherlea

Look for bus numbers: 10

map ref	Ⓐ	Ⓑ	Ⓔ	Ⓖ
	Launceston City St John St	Mowbray Shops Stop 9	Mayfield Stop 13 G.Town Road	Rocherlea Terminus Blackwood Drive
Look for bus numbers	ⓄⓀ Departs Bus E			

Sunday & Pub. Hols.

	Ⓐ	Ⓑ	Ⓔ	Ⓖ
am 10	10.10	10.21	10.25	10.30
10	11.10	11.21	11.25	11.30
10	12.10	12.21	1.25	1.30
10	1.10	1.21	1.25	1.30
pm 10	2.10	3.21	2.25	3.30
10	3.10	3.21	3.25	3.30
10	4.10	4.21	4.25	4.30
10	5.10	5.21	5.25	5.30
10	6.10	6.21	6.25	6.30

Rocherlea - Mayfield - Alanvale - University - Mowbray - Invermay - Launceston City — 6 7 8 10

Monday to Friday

Rocherlea - Mayfield - Alanvale - University - Mowbray - Invermay - Launceston City — 6 7 8 10

Monday to Friday (cont...)

Turn up and GO
University to Launceston City

Routes 6, 7, 8 & 10 combine to offer a maximum wait of
10 MINS Mowbray to Launceston City,
15 MINS Launceston City to University,
20 MINS University to Launceston City,
MONDAY-FRIDAY, 8am–6pm.

- See other side for services to University, Mayfield & Mowbray.
- Route 8 does not operate on Weekends or Public Holidays. Routes 6 & 7 do not operate on Sundays or Public Holidays →

Rocherlea - Mayfield - Alanvale - University - Mowbray - Invermay - Launceston City — 6 7 10

Saturday

Rocherlea - Mowbray - Invermay - Launceston City — 10

Sunday & Pub. Hols.

Wheelchair Accessible Services

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EASY ACCESS ROUTE

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Metro Route Map 6, 7, 8, 10 — Turn up and GO

Turn up and GO
University to Launceston City

Routes 6, 7, 8 & 10 combine to offer a maximum wait of:
10 MINS Mowbray to Launceston City,
15 MINS Launceston City to University,
20 MINS University to Launceston City,
MONDAY-FRIDAY, 8am–6pm.

Legend
— Route Route
8 Route Number
Hospital
School
Educational Institution
Shopping Centre

Base map Tasmanian Government © 2015

Launceston City Interchange - St John St, Stop E
Change here for other Metro bus services

Alanvale, Rocherlea, Mayfield, Newnham, Mowbray, Invermay, Launceston

Clunes Retrospective

ALBERT ISAACS

An item in Table Talk (May 2015, page 3), "*V/Line: Maryborough extra trains*", advises that there were three extra Maryborough trains on Saturday 2nd and Sunday 3rd May 2015, which, for the second consecutive year, provided a service in connection with the Clunes Booktown Festival. I was just one of many rail enthusiasts travelling on the Saturday and taking advantage of the rare opportunity to do a day return to Clunes or Maryborough, or, as in my case, combining travel to both towns.

Now, like a lot of rail enthusiasts, I do not follow the lead of many in the transport industry and refer to a bus as a coach. To me, a coach has always been a horse-drawn vehicle. Therefore, I can proudly report that for the first time in my life, I actually caught a coordinated road coach – yes, at Clunes the trains were met by a two horsepower conveyance which took us into town and to the Festival. (There was also a coordinated bus for those

without a romantic soul.) There were two young brothers of about four and five years of age sitting near me on the coach, and I asked them to each name one of the two horses. I can therefore inform you that we travelled behind Clip Clop and Phar Lap.

I am pleased to report that I made some interesting purchases at the Bookfair, some of them with indirect links to rail. One purchase was of a copy of one of Melbourne's daily newspapers, *The Argus*, for Friday 29th September 1876. The illustration for the opening of the Beechworth service was one of the many advertisements which, as was the custom of the time, were found on the front page [middle, our page 8]. There were also numerous advertisements for steam boats and ships conveying passengers to diverse parts of the Victorian coast and the Murray River; the other Australian colonies; and other ports in all corners of the globe.

This copy of *The Argus* was just one in a still near-complete pile containing

most of the 312 editions published in 1876. (Of course, there were no papers on Sundays, nor on Good Friday and Christmas Day.) All of these papers were priced at $5, a mere fraction of what any paper of similar age would have fetched a decade or more ago! All these papers have seven small holes in their left-hand column, indicating that they had been taken out of a binder. So what is the story? Why are many 19th century newspapers now being sold cheaply?

When many of Australia's public libraries digitalised their newspaper collections some years ago, they decided to sell off their hard copies. In this context, it has to be conceded that hard copy newspapers are difficult to keep. In the 19th and 20th centuries they were printed on poor quality paper and they are also very bulky. Nevertheless, it is so much easier to read hard copy newspapers, and to get an overall feel for the information by so doing. The difficulties of storage is what led

1927

many libraries to replace their hard copy collections with electronic or microfilm versions, and the newspapers themselves are now often sold off. Companies like PaperWorld have bought many of these, which are stored in large warehouses, and they even advertise them as great gifts—for example, a birthday present of a newspaper from the actual day of birth.

Personally, I find the decision to sell off paper copies to be a most regrettable decision – I would even go as far as calling it government-sponsored vandalism! We know that hard copies of papers will survive many natural tragedies, but can we be certain that our descendents will always have access to our current technology and, thus, to digitalised copies of newspapers? Will this regrettable move mean that much of our history may actually be lost to future generations? Nevertheless, some others argue that the current arrangement is better than having the hard copy newspapers ending up the rubbish tip.

Another of my Booktown purchases was the 1910 and 1927 [right] editions of the Victorian Municipal Directory and Gazetteer. These fit neatly on my bookshelves next to the 1914 edition that's been in my possession for about 40 years. The Directories, of 700+ pages, contain entries for all Commonwealth departments, each section of the Victorian government administration, along with listings for every city, town, borough, shire and water board in the State. Illustrated [page 8] is the Victorian Railways entry from the 1927 edition. It contains something most intriguing! One will note that on page 92, the three Melbourne rail termini are referred to as COUNTRY, CENTRAL

COUNTRY FIRE BRIGADES BOARD

Secretary

VICTORIAN

MUNICIPAL DIRECTORY

AND GAZETTEER;

AND THE

COMMONWEALTH GUIDE

AND THE

WATER SUPPLY RECORD

FOR

1927.

SIXTY-SECOND YEAR OF PUBLICATION.

CLOTH BACK,' **15/-** QUARTER BOUND.

LIBRARY EDITION—HALF ROAN ... TWO SHILLINGS EXTRA.

Melbourne:
ARNALL & JACKSON, PRINTERS AND STATIONERS.
1927.
Registered under Copyright Act.
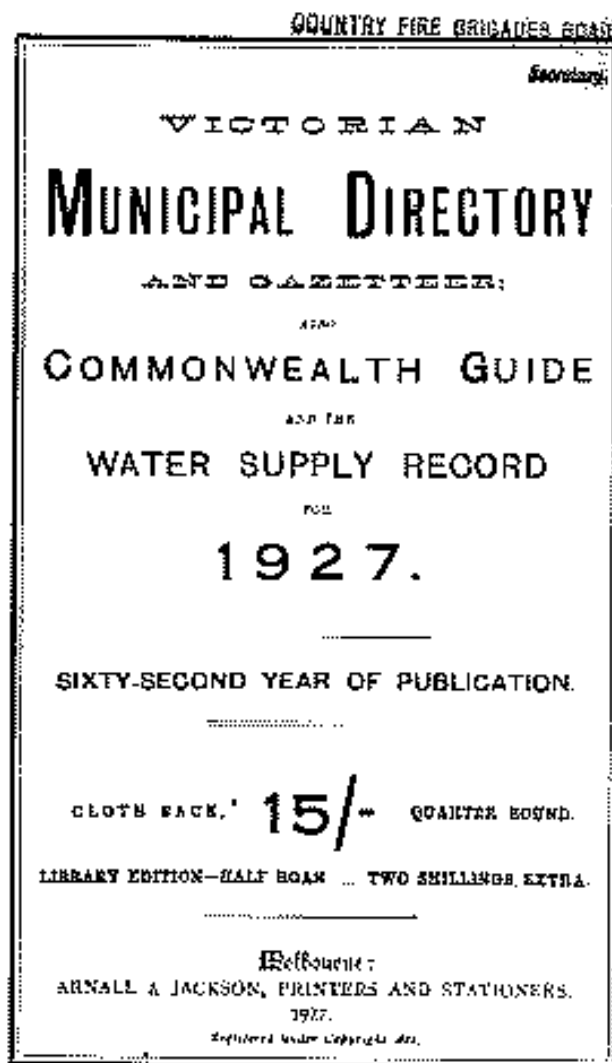
and PRINCES BRIDGE. Princes Bridge is fine; but were there concrete plans to rename Flinders Street and Spencer Street? Of course, ever since Flinders Street station was built, there were vague proposals to rename it Central, but I didn't think that the proposition was ever strong enough to be formalised by its publication in an official document. As for calling Spencer Street, Country – well, that's a new one on me. Therefore, through this journal, I would love to hear anything more that readers may know about any such plan!

"COUNTRY" STATION IN MELBOURNE, 1927

RAILWAYS.
Offices—Railway Buildings, Spencer-st.

The Victorian Railways staff directory listing, including Minister of Railways, Commissioners of Railways, and District Officers, is reproduced here from a low-resolution scan.

The Municipal Directory railway stations listing, Board of Land and Works, Mileage of Railways, and Comparative Gauges of Railways tables are reproduced here from a low-resolution scan.

Railways.

VICTORIAN RAILWAYS.
OPENING to BEECHWORTH.

On and after the 30th inst., the BEECHWORTH STATION, on the Wangaratta and Beechworth line, will be OPEN for PASSENGER TRAFFIC, and for Goods Traffic on and after the 2nd prox.

A train will run in connexion with the 6.15 a.m. train from Melbourne.

JOSEPH JONES,
Commissioner of Railways and Roads.
Spencer-street, September 21, 1876.

Spencer St., 1927
Royal Visit decorations

Anti-peak Pique

Albert Isaacs.

MAY I START WITH AN APOLOGY if this article appears to be somewhat self-centered? Nevertheless, it does cover a problem found on most metropolitan rail systems – the problem of travel in the anti-peak direction. My example is taken from my ongoing personal experience and, as such, refers to Metro Trains, Melbourne.

For much of my working life I was forced to travel in the anti-peak direction and I'm therefore quite familiar with the problem of non-stopping trains, or expresses that only stop at either my starting station or at my destination. However, in 2015 I have been travelling from my home in Hawthorn to Nunawading, to either deliver or to attend lectures at U3A Nunawading. Both these stations are on Melbourne's eastern suburban line and, so, the trip looks very easy, particularly as U3A is right next door to Nunawading station. Unfortunately, the rail TT makes things much more difficult than one would imagine. During both peaks there is virtually no train that takes one directly from Hawthorn to Nunawading – virtually all Down trains that stop at Hawthorn are either heading to Alamein on the branch, or terminate at

Blackburn, just one station short of Nunawading. The attached current TT illustrates this. As you can see, my Hawthorn-Blackburn journeys necessitate a change at Glenferrie, Camberwell, Box Hill or Blackburn. I don't make the connection at Box Hill or Blackburn because there's always a chance that the stopper will be overtaken by the express that I need to catch, and I usually choose Camberwell over Glenferrie; firstly because the PA announcements appear to be better, and secondly because there's a sheltered seat just where I want it.

My biggest problem is on Thursdays when I attend at lecture series that starts at 0915. Have a look at the TT but keep in mind that the Public TT only tells half the story. You will see that, according to what time I arrive at Hawthorn station, I can take one of two trains: the 0826 (which continues to Alamein); or the 0835 (which, in fact, terminates at Riversdale). If I catch the earlier train, I actually see four other Downs go through Camberwell before I can catch one that suits me. Some of these are not even shown in the Public TT!

- The first train through Camberwell is the 0834 Blackburn;

- We then get an empty express through Camberwell, with a headboard showing "Not Taking Passengers";

- This is followed by the 0841 Riversdale;

- Then there's a Ringwood express, stopping only Box Hill – this train certainly takes passengers but doesn't appear in Public TTs, presumably so that it's not part of the performance monitoring of Metro Trains;

- Finally, along comes the Belgrave limited express, tabled to leave Camberwell at 0843 and, if it's on time, it gets me to Nunawading at 0858 – in good time for my 0915 class.

As an aside, the Riversdale local is one of that strange set of trains that goes to Riversdale for docking purposes. At Camberwell, I usually take a note of the load on this unusual service. Obviously, most passengers alight at the main centre of Camberwell, and the load that stays on for the short, one station journey is always between 0 and 6. On one occasion I noted a group of three friends in animated conversation, and I've always wondered whether they meant to get off at Camberwell but missed their stop because they were too busy chatting.

To return to my anti-peak pique; you can see that, as a student of TTs, I well understand why I have problems getting from Hawthorn to Nunawading, even though there's no real solution to the problem. I am sure that examples of similar glitches can be found somewhere in the TTs all of Australia's suburban networks.

Wheelchair Accessible Services Morning (am) / Afternoon (pm)								
Parliament Station (Melbourne City)		8:02	–	8:07	–	8:16	–
Melbourne Central Station (Melbourne City)		8:04	–	8:09	–	8:18	–
Flagstaff Station (Melbourne City)		8:06	–	8:11	–	8:20	–
Southern Cross Station (Melbourne City)		8:08	–	8:13	–	8:22	–
Flinders Street Station (Melbourne City)	ARR	8:13	–	8:18	–	8:27	–
Flinders Street Station (Melbourne City)	DEP	8:15	8:17	8:22	8:26	8:30	8:32
Richmond Station (Richmond)	ARR	8:18	8:20	8:25	8:29	8:33	8:35
Richmond Station (Richmond)	DEP	8:18	8:20	8:25	8:29	8:33	8:35
East Richmond Station (Richmond)			8:22		8:31		8:37
Burnley Station (Burnley)			8:24		8:33		8:39
Hawthorn Station (Hawthorn)			8:26		8:35		8:41
Glenferrie Station (Hawthorn)			8:28	8:30	8:37	8:39	8:43
Auburn Station (Hawthorn East)			8:30		8:39		8:45
Camberwell Station (Camberwell)		8:26	8:32	8:34	8:41	8:43	8:47
East Camberwell Station (Camberwell)		8:28	–	8:36	–		8:49
Canterbury Station (Canterbury)		8:30	–	8:38	–		8:51
Chatham Station (Surrey Hills)		8:32	–	8:40	–		8:53
Surrey Hills Station (Surrey Hills)		8:34	–	8:42	–		8:55
Mont Albert Station (Mont Albert)		8:36	–	8:44	–		8:57
Box Hill Station (Box Hill)		8:38	–	8:46	–	8:51	8:59
Laburnum Station (Blackburn)		8:40	–	8:48	–	8:53	9:01
Blackburn Station (Blackburn)		8:42	–	8:50	–	8:55	9:03
Nunawading Station (Nunawading)		8:45	–	–	–	8:58	–

The Longest Railway Timetable in the world

A collation of media reports and images from around the world

MADRID: THE FIRST FREIGHT train to link China directly to Spain arrived in Madrid on Tuesday (Dec 9, 2014) after covering over 13,000 kilometres in a test run of a planned regular service between the two nations.

The train departed Yiwu in eastern China, a major wholesale centre for small consumer goods, on Nov 18 and passed through Kazakhstan, Russia, Belarus, Poland, Germany, and France during its 21-day trip.

The newly operational route is the longest railway route in the world, longer still than Russia's famous Trans-Siberian railway linking Moscow to Vladivostok near Russia's border with China.

The journey time was over 10 days shorter than if the goods transported by the train had been shipped by sea, Spain's public works ministry said.

The train's 40 shipping containers transported goods made in Zhejiang province, including spinning tops for children and cutting tools. The train will return to China with wine, olive oil and cured ham.

Speaking at a ceremony in Madrid, Li Qiang, the governor of China's Zhejiang province where Yiwu is located, said the route was important to "implement the strategy of developing a new 'silk road'".

China has a regular direct freight train service to Germany, Europe's largest economy. One route links the Chinese megacity of Chongqing to Duisburg, a steel-making town and one of Germany's most-important transportation and commercial hubs. The other route links Beijing, the Chinese capital, to Hamburg, Germany's second-largest city.

The plan is to create a similar regular route between China and Spain, Spanish Public Works Minister Ana Pastor told reporters after the train arrived at a logistical centre near Madrid's main railway station. The Spanish capital already is "a European and international distribution hub" with good links to both Africa and Latin America, she said.

Euro Cargo Rail, a subsidiary of German freight operator DB Shenker Rail, is studying the possibility of starting a regular service between China and Spain during the first half of next year [2015] with two monthly trips.

Roughly 80 per cent of global trade is shipped by boat because freight train service faces several technical and bureaucratic hurdles which vary according to country.

The goods on the train which arrived in Madrid for example had to be transferred to different wagons at three points during the trip because of incompatible track gauges in different countries.

* But rail transport is less expensive, more environmentally friendly and faster than maritime shipping, according to DB Shenker Rail. China is the European Union's biggest source of imports, according to the European Commission.

Meanwhile, China is planning to build a train line that would, in theory, connect Beijing to the United States. According to a report in the *Beijing Times,* citing an expert at the Chinese Academy of Engineering, Chinese officials are considering a route that would start in the country's northeast, thread through eastern Siberia and cross the Bering Strait via a 125-mile long underwater tunnel into Alaska.

"Right now we're already in discussions. Russia has already been thinking about this for many years," says Wang Mengshu, the engineer cited in the article. The proposed "China-Russia-Canada-America" line would be some 8,000 miles long, 1,800 miles longer than the Trans-Siberian railroad. The tunnel that the Chinese would help bore beneath the icy seas would be four times the length of what traverses the English Channel.

That is reason enough to be skeptical of the

THE LONGEST RAILWAY IN THE WORLD

The China-Europe Block Train is the longest rail route in the world, surpassing the Trans-Siberian Railway and the Moscow-to-Beijing direct route. The world's longest railway also crosses through the greatest number of countries, going through China, Kazakhstan, Russia, Belarus, Poland, Germany, and France before ending in Spain.

China-Europe Block Train 8,077 miles

Trans-Siberian Railway 5,772 miles

Moscow-to-Beijing Train 4,340 miles

Source: The Washington Post and Trans Siberian Experience

BUSINESS INSIDER

project, of which there are few details beyond what was attributed to the one official cited by the state-run *Beijing Times*. A report in the state-run *China Daily* insists the country does have the technology and means to complete a construction project of this scale, including another tunnel that would link the Chinese province of Fujian with nearby Taiwan.

In the past half decade or so, China has embarked on an astonishing rail construction spree, laying down tens of thousands of miles tracks and launching myriad high-speed lines. It has signaled its intent to build a "New Silk Road" -- a heavy-duty freight network through Central Asia that would connect with Europe via rail rather than the old caravans that once bridged West and East. A map that appeared on *Xinhua*'s news site outlines the route below, which has always been its stated desire to improve economic ties and trade with virtually everyone. "China's wisdom for building an open world economy and open international relations is being drawn on more and more each day," trumpets the *Xinhua* report that accompanies the map above, according to *The Diplomat*.

To that end, Beijing has assiduously resurrected the narrative of the ancient Silk Road as well as given prime billing to the tales of China's famed Ming dynasty treasure fleets, which sailed all across the Indian Ocean. Seen in such grand historic perspective, a tunnel to Alaska doesn't seem too far-fetched.
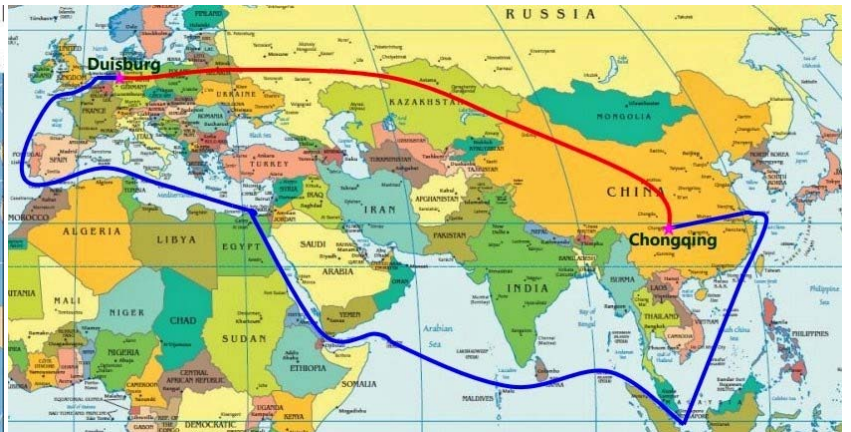
The rise and fall of the Queensland Railways Working Time Table

GEOFF LAMBERT

The Alpha

I do not know when the first QR WTT was produced, but I do know there was one in May 1885 because QR reprinted it for timetable collectors a few years ago (below left). This was for the "Southern and Western Railway"- later to have the words "Main" and "South West" added to the title. This was the first line built ad opened (1865). An 1882 map of this Railway (it was the only one in the Brisbane area) appears below right. At the time of our first WTT the original line westward from Ipswich had been pushed east to Brisbane and duplication between Ipswich and Brisbane section was just beginning- everything was still worked by train staff and ticket.

As you can see, the cover page refers to the need to destroy "previous timetables", so presumably previous ones existed. The commencement day of this WTT was a Sunday. The previous Friday, a full Public Timetable had been printed in the Government Gazette. By this stage some 80 Public TTs had been produced, the great majority of them in Government Gazettes. There is thus a presumption that there could have been any number of WTTs. None of the early WTTs seem to have survived – certainly there are none in publicly available archives catalogues. It appears that the reprint was made from a bound volume, commencing at the first page of the first volume on the shelf. Collections of bound WTTs usually begin at about this time on most Australian railway systems – it might have been a policy decision of the "Commissioners Conferences. The reprint finishes with the cover page of the next issue, of 20-Sep-1885, so this gives a clue that WTTs were then produced 4 times a year. Certainly, that was the case by the early 1900s

The rise

The May 1885 WTT pretty much conformed to the well-established format of the "British speaking" railway world.

- "Front matter" (including an index- see Fig b): 5pp
- Timetables: 59pp
- "Appendices": 18pp

In this WTT, timetables are grouped first by line (Main Lines, Branch Lines), then —for the Main Lines—by origin-destination pairs in the manner of an "ABC" timetable, then by starting time for each pair, with Up and Down trains melded together into temporal sequence. Queensland has always been unusual in the "UP" trains applied to trains heading away from the focal point of the network, rather than towards it.

The timetables had not quite settled down to the format devised by Bradshaw – that is to say, a table of as many trains as would fit across the page. Instead, each trains was shown in a separate table. This was fine for

DOWN—5. Passenger.

Stations.	Time.		Remarks.
Ipswich ... ... depart	A.M.	7·30	
Limestone	D	7·33	
Booval	A	7·37	
Bundamba		7·42	Meets No. 28 Up at Bundamba.
Dinmore		7·49	
Riverview		7·53	
Redbank		7·58	
15 m. 10 ch. Siding		...	
Goodna		8·4	
Pullen		...	
Wolston, ...	A	8·10	
Darra	A	8·16	
Oxley		8·25	
South Brisbane Junction ...		8·29	
Sherwood		8·32	
Graceville		...	
Chelmer		...	
Albert Siding		...	
Indooroopilly		8·38	
Taringa	E		
Toowong		8·45	
Milton		8·49	[departure of No. 32 Up.
Brisbane ... ... arrive		*8·55	Clear of No. 3 Down, and before

The load of this train is not to exceed 60 tons for B Class engine, 80 tons for D Class, 90 tons for E class.   No shunting will be performed.

UP—66. Mixed.

Stations.	Time.		Remarks.
Brisbane ... ... depart	P.M.	*5·18	After arrival of No. 47 Down.
Milton	B	5·21	
Toowong	B	5·24	
Taringa		...	
Indooroopilly	* B	5·30	Meets No. 49 Down at Indooroopilly.
Albert Siding		...	
Chelmer		...	
Graceville		...	
Sherwood	B	5·37	
South Brisbane Junction ...	B	5·40	
Oxley	B	5·43	
Darra	A	5·49	
Wolston	A	5·55	
Pullen		...	
Goodna		6·2	
15 m. 10 ch. Siding		...	
Redbank		6·9	
Riverview		6·15	
Dinmore		6·18	
Bundamba		*6·28	Meets No. 53 Down at Bundamba.
Booval	A	6·32	
Limestone	D	6·35	
Ipswich ... ... arrive		*6·40	Meets No. 57 Down at Ipswich.
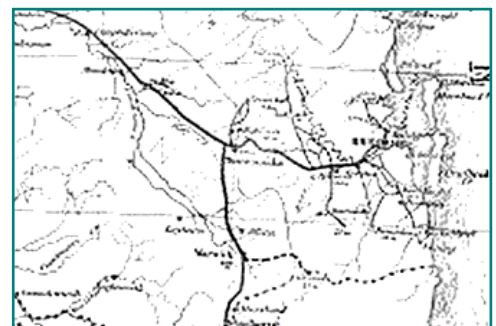
the drivers and guards, but it entailed a lot of scratching around for those "on the ground" – particularly signallers. Some European WTTs use something similar today. When we get to the Branch Lines, the more traditional form took over. This format was also used for all Sunday trains - but there were very few of these.

This WTT contained an "Appendix". The matter in the Appendix was pretty much what one would expect to find in timetables of the day – lists of stations, sidings and level crossings, safeworking information and Engine Loads.

A few years before, Railway Clearing House in Britain had already agreed to hive of much of this matter into separate *Local Appendices* and *General Appendices—GAs*, principally to save the costs of frequent reprinting of unchanging or slowly-changing material. Queensland followed suit some time after 1885 but before 1897.

The 1901 edition of the QR GA was the 11th. QR probably had more WTT GAs than any other railway and they continued to the end of the WTT. A unique feature (for Australia anyway) was that the GA was a document with legal status—a By-Law.

The next WTT in my collection is the North Coast Line timetable of 22-May-1932. In the intervening period, the QR system and its WTTs had undergone great expansion and significant changes. By 1932, the WTT appeared in the following *Divisions*

Suburban (buff cover). This was issued in combined passenger & freight volumes and also each could be issued separately. There was also an "**Empty Trains and Light Engines**" volume issued for the Brisbane area

Main (Ipswich-Toowoomba and branches), Southern (Toowoomba-Warwick and branches), South Western (Warwick-Dirrinbandi and branches) & Western (Toowoomba-Cunnumula and branches; grey cover)

North Coast (Brisbane-Rockhampton and branches; brick red cover)

Central (Rockhampton-Longreach and branches; Rockhampton-Bowen and branches; blue cover)

North (Main Line and branches, Bowen-Cairns; green cover)

Supplement and/or Index . This was a kind of hybrid between the "front matter" and the Appendix.

This pattern, with its origin in the fact that each system was created in isolation and were not strung together completely for a couple of decades, continued almost to the

GENERAL INSTRUCTIONS.

Current Time Tables.—Every employee must see that he is provided with a Current Time Table (vide Rule 6). The want of a correct time table cannot be pleaded in extenuation, but will be treated rather as an aggravation, of any mistake arising therefrom.

Calculation of Rates and Fares.—In calculating the Rates and Fares between Stations south of Baddow and Stations north of Baddow, the distance via the Junction must be taken, notwithstanding the fact that Maryborough is the changing station.

In calculating the fares between stations on the Mary Valley Branch and stations south of Monkland, and vice versa, the distance via Gympie must be taken.

The fares for passengers from stations on the Boyne Valley Branch to stations north of Boyne Valley Junction, and vice versa, are to be computed via Boyne Valley Junction.

The mileage via Port Curtis Junction will apply to Live Stock Special Trains from the Central Railway to the South, or vice versa.

Length of Crossing Loops, North Coast Line.—All crossing loops between Caboolture and Gympie, with the exception of Pomona, will accommodate a full Train length of equal to 60 four-wheeled vehicles (based on "K," "S" wagons and "N" vans) plus the engine. At Pomona it is possible to accommodate a Train of equal to 58 four-wheeled vehicles plus the engine, on the foregoing basis. At Glass House Mountains the loop has been extended by the insertion of a dead-end siding at the Gympie end to provide accommodation for full length trains. Trainmen of "Down" trains must be on the lookout for a hand signal from the officer on duty when necessary to use the dead-end, which means passing the "Down" Starting Signal in the "Danger" position. For the despatch of "Down" trains from the dead-end it will be necessary for the train to set back to bring the engine to the station side of the Starting Signal. When the dead end is used by "Up" trains it will be necessary to set back to place portion of the train in the dead-end.

Advice of Running of Trains, North Coast Line.—With reference to Rule 249—

"The General Manager, Rockhampton, will telegraph full information to Maryborough, Gympie, and 'Trains,' Brisbane, regarding the number of vehicles on 112A, 266, and 268, or other through special passenger trains, and the District Superintendent, Maryborough, will keep in close touch with the Chief Station-master, Gympie, and the General Manager, Brisbane, relative to the running of these Trains in Two Divisions from Gympie to Brisbane."

The Chief Station-master, Gympie, will wire departure times of all Trains (using code words), giving particulars of any late running. On Sundays, when "Control" is not in operation, the Station-masters at Cooran, Yandina, Palmwoods, Landsborough, and Caboolture will wire similar information to "Trains," Brisbane.

"Trains," Brisbane, will wire the Station-master, Gympie, and District Superintendent, Maryborough, particulars of loading on all Goods and Mixed Trains for beyond Gympie, showing loading for Bundaberg and beyond separately, and including any loading attached at Mayne Junction.

Engines Taking Water at Caboolture and Cooran.—The engine of 21 Down, and 99 Down, will be cut off on arrival at the platform at Caboolture, and will draw ahead to take water. These trains must be stopped at the point which will be most convenient for passengers to partake of refreshments. In order to avoid inconvenience to passengers, the engines of 21, 79, 99, 101, and 347 Down, and Down Special Stopping Passenger Trains will, if necessary, be cut off on arrival at the platform at Cooran, and will draw ahead to the water column to take water.

Marshalling of Goods Trains from the North Coast.—Every effort must be made to have goods' trains arriving Brisbane from the North Coast correctly marshalled. Starting stations must see that the loading is correctly placed, and Stations and Guards shunting en route see that any wagons attached are placed in the correct position on the train. All loading for the Bulimba, Pinkenba, and Enoggera Branches, and Mayne Junction, should be kept together for its own particular section, and placed on the engine so that on arrival of the train at Mayne Junction that station may be able to detach quickly and avoid delay and congestion by having to make several shunts to detach loading.

Advice of Loading on Trains.—The Chief Station-masters, Roma Street, and Gympie, Station-masters, Caboolture, Landsborough, Palmwoods, and Yandina will advise "Control," Brisbane, tonnage of goods or mixed trains leaving their respective stations.

In the case of Through Trains where the load has not been altered, it will not be necessary for intermediate stations to advise the weight.

The Chief Station-masters, Roma Street, and Gympie, must also advise the class of engine, number of vehicles, weight, class, and destination of loading on each Goods Train; also weight, class, destination, and number of vehicles in loading left behind.

The Station-master, Caboolture, must advise "Control," Brisbane particulars of loading (stating number of wagons) on all Up Trains from the North Coast and Kilcoy Branch, and also state how trains are marshalled, including the destination and order of Clapham wagons, viz.:—Whether for Darling Harbour, Melbourne, etc. Wagons containing Interstate traffic for several destinations, should be shown as "Clapham Mixed."

end. Even the colours remained the same—the covers of four of the July 1942 WTTs are shown on our back cover.

Again, there was "front matter", longer than before – 21 pages in this case [page 13, lower left]. Thence followed some 50 pages of timetables in the "traditional" format – i.e. with more than one train per table [page 13, lower right]. Appendix-like matter still appeared in the WTT after the timetables and included lists of staff sections, locomotive loads and engine whistle sections. This was followed by another timetable section – that for "Through Trains", Brisbane to Cairns. This appeared in the WTTs of any Division that encompassed short sections of the Brisbane-Cairns line. There weren't many trains to show – principally the "Sunshine Express" and a daily goods or Express Goods. The WTT was generally rounded out with a table of travel times for various distances at a selection of speeds.

Both Working and Public timetables tended to be issued simultaneously, but this was by no means a hard and fast rule.

There was no particular time of year to issue a new WTT (as there was in some other Australian States). However, the start day of most WTTs was either a Sunday or a Monday—a near universal practice.

As the years passed, the WTTs grew beyond the convenience of a single folded "signature" and eventually had to be produced as sets of three-hole side-punched or corner-stapled A5 pages. This rendered them harder to read, but easier to add amendment pages.

With the boom in coal exports, it eventually became desirable to publish a "Central Coal" Working Timetable (the first in about 1986), based mainly around Gladstone and detailing coal traffic on the custom-built coal railways of the Bowen Basin.

Holiday and Special WTTs were also issued, the most notable being the large suburban volume issued for Expo88—it had a cartoon duck on the cover.

The fall

It would seem that the last country WTTs of the "traditional type appeared in February 1990. They were replaced with a rather scrappy non-typeset computer-printed replacement, with each of the Divisional TTs printed in multi-segment, separately paginated, corner stapled freight-only sections About this time, a separate "West" volume also came into being. System-wide appendix-like "front matter" appeared in its own small corner-stapled flimsy. This also marked the first appearance of the Travel Train passenger Working Timetable. At times — but not always — passenger schedules could also appear in the North Coast Freight WTT—*where applicable.*

The Omega

It seems that it all came to an end for the non-suburban WTT, early in 1997. The second-last North Coast WTT, of June 1996, appears on our page 15. In Brisbane, passenger WTTs were still being produced in 2014—as A5 bound books or in ring binders. Occasionally a booklet WTT will be issued for a holiday period such a

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3

NORTH COAST LINE—MONDAYS to FRIDAYS (inclusive)

Kilometres from Roma Street	Capacity of Crossing Loop (Including Loco.) In Metric Units	DOWN Stations	201 — T'ville Express Freight M.T. ** Tu., We., Th., Fri.	305 — R'ton Goods, As reqd. Mon. only	217 — T'ville Express Freight M.U. W. Thur. As reqd. T. Fri.	209 — Mackay Goods, Tu., We., Th., Fri.	417 — Gympie Goods, As reqd. Tu., We., Th., Fri.
			a.m.	a.m.	a.m.	a.m.	a.m.
0·000	..	Roma Street—AS d	*12 1	..	*12 55	..	..
0·750	..	Central—AS dep	..	..	..	..	..
3·880	..	Mayne dep	12 11	..	1 5	..	..
	..	Mayne Yard dep	..	12 50	..	..	..
10·900	..	Northgate dep	12 21	1 0	1 15	1 55	2 38
28·490	..	Petrie dep	12 40	1 22	1 34	2 17	3 0
50·570	..	Caboolture arr	..	..	..	..	..
55·630	102	Ditto—ES dep	1 5	1 53	2 0	2 48	3 31
		Elimbah arr	..	..	..	..	..
		Ditto—ES§ dep	..	..	..	..	..
64·760	176/200	Beerburrum arr	..	..	2 17	..	..
		Ditto—ES§ dep	..	..	2 22	..	..
71·820	125	Glass House Mt. arr	..	..	..	..	3 58
		Ditto—ES dep	..	..	..	..	4 5
76·880	101	Beerwah arr	..	..	..	..	..
		Ditto—ES§ dep	..	..	..	..	..
82·470	135	Landsborough arr	..	..	..	..	..
		Ditto—ES dep	1 43	2 34	2 43	3 29	4 19
87·520	128	Mooloolah arr	..	..	..	3 36	..
		Ditto—ES dep	..	..	..	3 45	..
92·660	195	Eudlo arr	..	..	..	..	..
		Ditto—ES§ dep	..	..	..	..	..
97·250	121	Palmwoods arr	..	..	..	..	4 40
		Ditto—ES dep	2 2	2 55	3 2	3 59	4 46
100·680	101	Woombye arr	..	..	..	..	..
		Ditto—ES dep	..	..	..	..	..
104·830	146	Nambour arr	..	..	..	..	..
		Ditto—ES dep	..	..	..	..	..
105·730	..	Caltex Sdg.	..	..	..	..	..
110·110	..	Kulangoor	..	..	..	..	..
112·780	127	Yandina arr	..	..	..	..	m5 8
		Ditto—ES dep	2 24	3 32	3 32	4 21	5 23
115·700	..	Bridges	..	..	..	..	..
117·710	68	North Arm—ES§ ..	..	..	..	..	..
122·500	140	Eumundi arr	m2 36	..	..	m4 33	5 35
		Ditto—ES dep	2 55	3 44	3 44	5 5	5 43
128·660	67	Nandroya arr	..	..	..	..	..
		Ditto—ES§ dep	..	..	..	..	..
130·990	127	Cooroy arr	..	..	m4 4	..	..
		Ditto—ES dep	3 15	4 2	4 19	5 23	6 1
139·990	100	Pomona arr	..	..	4 31	..	..
		Ditto—ES dep	..	..	4 35	..	..
145·520	95	Cooran arr	..	4 22	4 48	..	..
		Ditto—ES dep	3 35	4 27	4 58	5 43	6 21
150·340	127	Traveston arr	..	..	..	..	..
		Ditto—ES§ dep	..	..	..	..	..
155·850	101	Tandur arr	..	4 42	..	..	6 37
		Ditto—ES§ dep	..	4 44	..	..	7 4
157·300	..	Meadvale dep	..	..	..	..	..
160·900	101	Woondum arr	3 57	4 51	..	6 5	7 11
		Ditto—ES dep	4 5	5 0	..	6 15	7 40
168·380	131	Monkland arr	..	..	..	6 25	..
		Ditto—ES§ dep	4 15	..	5 30	6 45	7 50
170·070	..	Nashville ..	..	..	..	..	..
172·210	..	Gympie arr	4 25	5 20	5 40	6 55	7 58
		Ditto .. dep	4 40	7 35	6 0	7 55	..

For special instructions, see pages 76 to 110.
For times between Brisbane and Caboolture, see Suburban Book.
* Departs from Normanby Marshalling Yard.
** On Wednesday and Thursday, 201 will be worked with a single unit only.

4

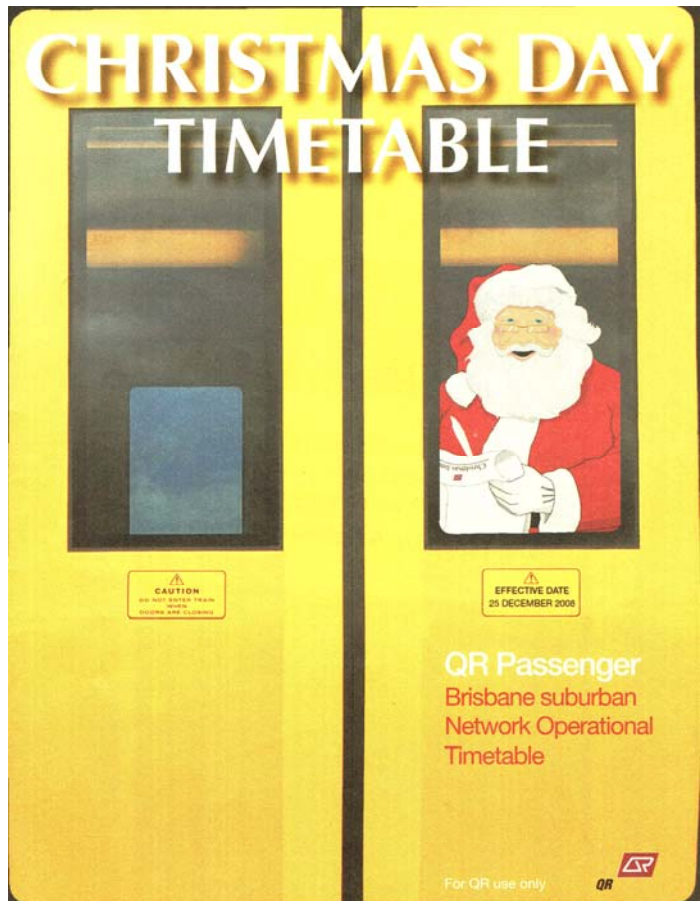### NORTH COAST LINE—MONDAYS to FRIDAYS (inclusive)—continued

DOWN Stations	319 — R'ton Goods As reqd. Tu., We., Fri.	439 — B'berg Goods Tu., We., Th., Fri.	439 — B'berg Goods Tu., We., Th., Fri.	283 — N'bour Pass. Mon. only	7S — Shunting Train	237 — The Sunlander Mon., Tu., Wed., Th.	5S — Shunting Train	489 — Moodlu Ballast L.E. As reqd.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Roma Street–AS dep	*3 7	..	..	..	..	z 7 15	..	..
Central–AS dep	..	..	..	..	..	Via Nby	..	..
Mayne dep	3 15	4 50	4 50	..	..	7 23	..	8 45
Mayne Yard dep	..	..	..	..	..	..	..	..
Northgate dep	3 25	5 0	5 0	..	..	f 7 36	..	8 54
Petrie dep	3 47	5 22	5 22	..	..	f 7 59	..	9 9
Caboolture arr	4 18	..	..	..	..	..	..	9 29
Ditto—ES dep	4 32	5 53	6 10	..	..	f 8 21	..	..
Elimbah arr	..	..	6 20	..	..	..	..	..
Ditto—ES§ dep	..	..	6 28	..	..	..	..	..
Beerburrum arr	..	6 11	6 36	..	..	..	..	..
Ditto—ES§ dep	..	6 43	6 43	..	..	..	..	..
Glass House Mt. arr	..	..	..	..	..	..	..	..
Ditto—ES dep	..	..	..	..	..	..	..	..
Beerwah arr	..	..	..	..	..	..	..	..
Ditto—ES§ dep	..	..	..	..	..	..	..	..
Landsborough arr	..	7 6	7 6	..	..	..	..	..
Ditto—ES dep	5 13	7 25	7 25	7 45	..	f 8 56	..	..
Mooloolah arr	..	..	..	..	..	..	..	..
Ditto—ES dep	..	..	..	7 51	..	..	..	..
Eudlo arr	m5 27	..	..	..	..	..	..	..
Ditto—ES§ dep	5 45	..	..	7 58	..	..	..	..
Palmwoods arr	5 52	..	..	..	..	..	..	..
Ditto—ES dep	6 0	7 46	7 46	8 5	..	..	..	..
Woombye arr	..	7 51	7 51	..	..	..	..	..
Ditto—ES dep	..	8 0	8 0	8 10	..	..	..	..
Nambour arr	..	m8 7	m8 7	8 16	..	..	..	..
Ditto—ES dep	..	8 37	8 37	..	..	f 9 27	..	..
Caltex Siding	..	..	..	..	..	..	..	..
Kulangoor	..	..	..	..	..	..	..	..
Yandina arr	..	..	..	..	..	..	..	..
Ditto—ES dep	6 22	8 48	8 48	9 20	..	B 9 37	..	..
Bridges	..	..	..	..	..	..	..	..
North Arm—ES§ ..	..	..	..	..	..	..	..	..
Eumundi arr	6 34	..	..	9 32	..	..	..	..
Ditto—ES dep	6 47	9 0	9 0	10 5	..	B 9 49	..	..
Nandroya arr	..	..	..	..	..	..	..	..
Ditto—ES§ dep	..	..	..	..	..	..	..	..
Cooroy arr	..	..	..	..	..	..	..	..
Ditto—ES dep	7 5	9 18	9 18	10 23	..	f10 3	..	..
Pomona arr	7 18	..	..	10 35	..	..	..	..
Ditto—ES dep	7 47	..	..	..	..	..	..	..
Cooran arr	..	9 38	9 38	..	..	..	..	..
Ditto—ES dep	7 55	9 54	9 54	..	..	B ..	..	..
Traveston arr	..	..	..	..	..	..	..	..
Ditto—ES§ dep	..	..	..	..	..	B 10 22	..	..
Tandur arr	..	..	..	..	..	..	..	..
Ditto—ES§ dep	..	..	..	..	..	B ..	..	..
Meadvale dep	..	..	..	..	..	..	..	..
Woondum arr	..	..	..	..	..	..	..	..
Ditto—ES dep	8 20	..	..	..	..	B ..	..	..
Monkland arr	..	..	..	..	..	..	..	..
Ditto—ES§ dep	8 30	10 26	10 26	..	..	B 10 52	..	11 50
Nashville ..	..	..	..	..	..	B ..	..	..
Gympie arr	8 40	10 35	10 35	..	..	11 0	..	..
Ditto .. dep	10 50	12 15 p.m.	1 55 p.m.	..	..	11 10	..	12 0 noon

Column notes:
- 283: Subject to cancellation during school vacations.
- 7S: This train will shunt where necessary.
- 237: Arrives Northgate 7 33 a.m. / For conditions of travel see page 85.
- 237 (centre note): Light Engine off 283 Down departs Nambour at 8.49 a.m., Yandina arrive 8.58 a.m. to form 7S Shunting train.
- 5S: Conveys loading and empties to Gympie for clearance by 462.
- 489: To Moodlu—See page 65.

For special instructions, see pages 76 to 110. For times between Brisbane and Caboolture, see Suburban Book.
* Departs Normanby Yard.

Christmas [page 15]. These days, City Train WTTs may exist only in electronic (PDF) form, but they are heavily protected by electronic security. They are not downloadable even by staff — and rarely fall into the hands of timetable students.

Where are the WTTs now?

The total number of QR WTTs must be well in excess of 300 because those known to exist in the 1910-1997 period total 297. The first timetable discussed here clearly came from a bound volume and it is fairly safe to assume that, since it was reprinted by QR, it came from somewhere inside that organisation. The QR Shop Manager seemed to think so, although she did not have firm information. At that time, the QR Commissioner's Office was reputed to have a near-complete collection (personal communication from Jack MacLean) and the reproduction presumably came from the first volume of that collection.. I assume (yet to be confirmed) that this collection passed to the ARHS museum at Ipswich. A set of WTTs, covering the period 1915-1993 is held at the Queensland State Archives. Naturally private individuals will hold copies (I have 220, 70 of which are PDFs of scanned WTTs). Some privately-held WTTs may well be unique and may not appear in the ATA's "known" list of WTTs (available on our web-site). Anyone who has further information on undocumented WTTs, please contact the Editor

CHRISTMAS DAY TIMETABLE

CAUTION
DO NOT ENTER TRAIN WHEN DOORS ARE CLOSING

EFFECTIVE DATE
25 DECEMBER 2008

QR Passenger
Brisbane suburban
Network Operational
Timetable

For QR use only

SECTION NC.1—Page 5
BRISBANE TO ROCKHAMPTON —Mondays to Fridays

TRAIN NUMBER	CG13	7F55	2L01	7K09	6381	6765	C207	
SERVICE I.D.	G13P	F55S	L01C	K09P	381X	767X	207X	
DOWN Stations		Shunt Tue.Wed. Thur.Fri.	Tue.Thu.	Empty Electric	Goods Tue.Thu.	Tue. Wed. Thur. Fri.	As Req.	Wed. Fri.
Fisherman Is--SA dep	..	..	..	..	..	..	..	..
Acacia Ridge-SA dep	..	..	..	..	..	..	0115	..
Clapham-SA dep	..	..	..	..	..	..	..	..
Moolabin-SA dep	..	..	..	..	..	..	(0135)	..
Roma Street-SA dep	..	..	..	..	..	..	0138	..
Normanby arr	..	..	..	..	..	..	0245	..
Ditto-SA dep	..	..	..	..	..	..	0255	..
MAYNE JCTN arr	..	..	(0159)	..	..	..	0300	..
Ditto-SA dep	..	..	..	..	..	..	..	..
Caboolture arr	..	..	..	..	..	..	(0345)	..
Ditto-CTC § dep	..	..	(0233)	..	..	..	..	..
Landsborough arr	..	..	..	..	..	..	..	..
Ditto-CTC § dep	..	..	(0304)	..	..	..	(0436)	..
Nambour arr	..	..	0333	..	..	..	..	..
Ditto-CTC dep	..	..	..	..	..	..	(0511)	..
Cooroy arr	..	..	..	..	..	..	M 0537	..
Ditto-CTC § dep	Commence	..	..	..	..	..	0614	..
GYMPIE arr	ex	..	..	0345	..	..	..	..
Ditto-CTC dep	Owanyilla	..	..	..	..	..	..	..
GYMPIE NORTH arr	0035	..	..	(0355)	..	..	(0708)	..
Ditto-CTC § dep	hours	..	..	..	..	..	..	..
Theebine arr	..	..	..	0433	..	..	..	..
Ditto-CTC §§ dep	..	..	..	0445	..	..	(0740)	..
Mungar arr	..	..	..	..	..	..	..	..
Ditto-CTC §§ dep	(0045)	0140	..	Continues to	..	..	(0819)	..
MARYBOROUGH WEST arr	0056	0156	..	Kingaroy	..	..	0833	..
Ditto-CTC § dep	0145	0210	..	arr	..	..	0845	..
MARYBOROUGH arr	..	0225	..	1000 hrs	..	..	..	..
Ditto-CTC dep	..	..	..	..	..	..	..	..
MARYBOROUGH WEST arr	..	..	..	..	..	..	..	..
Ditto-CTC § dep	..	..	..	..	..	..	..	..
Colton arr	..	..	..	..	..	..	..	..
Ditto-CTC §§ dep	(0154)	..	..	..	..	..	(0853)	..
Howard arr	..	..	..	..	..	..	0910	..
Ditto-CTC § dep	..	..	..	..	..	..	0940	..
BUNDABERG arr	0317	..	..	..	..	..	1040	..
Ditto-CTC dep	0335	..	..	..	..	..	1110	..
North Bundaberg arr	..	..	..	..	..	..	..	..
Ditto-CTC §§ dep	(0333)	..	..	..	..	..	(1118)	..
Miriam Vale arr	..	..	..	..	..	..	..	..
Ditto-CTC § dep	(0508)	..	..	..	..	..	(1300)	..
Bororen arr	..	..	..	..	..	..	..	..
Ditto-CTC § dep	(0517)	..	..	..	..	..	(1309)	..
PARANA arr	..	..	..	..	..	..	..	..
Ditto-CTC §§ dep	(0641)	..	..	..	..	..	(1425)	..
GLADSTONE arr	0720	..	..	..	..	..	1437	..
Ditto-CTC dep	..	..	..	..	0445	1425	1510	..
Callemondah arr	..	..	..	..	0455	1432	1517	..
Ditto-CTC § dep	..	..	..	..	0525	1435	1520	..
Mount Miller arr	..	..	..	..	0530	1440	1525	..
Ditto--CTC § dep	..	..	..	..	0532	1535	1527	..
Yarwun arr	..	..	..	..	1538	..	..	..
Ditto-CTC § dep	..	..	..	..	(0538)	1542	(1534)	..
Mount Larcom arr	..	..	..	..	0557	1554	1547	..
Ditto-CTC § dep	..	..	..	..	0615	1556	1549	..
Bajool arr	..	..	..	..	0653	1628	1622	..
Ditto-CTC § dep	..	..	..	..	0655	1630	1624	..
Rocklands arr	..	..	..	..	0714	1656	1646	..
Ditto-CTC §§ dep	..	..	..	..	0716	1658	1651	..
ROCKHAMPTON-AS arr	..	..	..	..	0725	1710	1700	..

SECTION NC.1—Page 6
BRISBANE TO ROCKHAMPTON —Mondays to Fridays

TRAIN NUMBER	C273	C207	3367	CC87	LL09	7M49	1L01
SERVICE I.D.	273X	207X	C67T	C87X	L09P	M49X	L01C
DOWN Stations		Tue & Thur	Sunshine Rail Experience As Req'd Tues	As Req Wed	Wed only	Goods Wed.Fri.	Electric Pass
Fisherman Is--SA dep	..	..	..	..	..	..	..
Acacia Ridge-SA dep	..	0115	..	..	..	..	..
Clapham-SA dep	..	..	..	..	..	..	..
Moolabin-SA dep	..	..	..	0405	..	..	..
Roma Street-SA dep	..	(0135)	..	(0426)	..	..	0751
Normanby arr	..	0138	..	..	0616	..	..
Ditto-SA dep	..	0245	..	..	0620	..	..
MAYNE JCTN arr	..	0255	..	0436	..	..	..
Ditto-SA dep	..	0300	..	0442	(0628)	..	..
Caboolture arr	..	..	..	..	..	..	0839
Ditto-CTC § dep	..	(0345)	..	(0528)	(0721)	..	0843
Landsborough arr	..	..	..	..	0803	..	..
Ditto-CTC § dep	..	(0436)	..	(0601)	Forms 6010	..	(0912)
Nambour arr	..	(0511)	..	(0631)	..	..	0937
Ditto-CTC dep	..	M 0537	..	..	..	..	..
Cooroy arr	..	0614	..	(0741)	..	..	..
Ditto-CTC § dep	..	..	..	..	..	..	..
GYMPIE arr	..	..	..	..	..	..	..
Ditto-CTC dep	..	(0708)	..	(0830)	..	..	..
GYMPIE NORTH arr	..	..	..	..	..	..	..
Ditto-CTC § dep	..	..	..	..	..	..	..
Theebine arr	..	..	..	..	..	..	..
Ditto-CTC §§ dep	..	(0740)	..	(0909)	..	..	..
Mungar arr	..	..	..	..	..	1027	..
Ditto-CTC §§ dep	..	(0819)	..	(0954)	..	1035	..
MARYBOROUGH WEST arr	..	0833	..	1008	..	1057	..
Ditto-CTC § dep	..	0845	..	1018	..	1106	..
MARYBOROUGH arr	..	..	..	..	..	1115	..
Ditto-CTC dep	..	..	0850	..	..	..	..
MARYBOROUGH WEST arr	..	..	..	..	..	..	..
Ditto-CTC § dep	..	..	(0900)	..	..	..	..
Colton arr	..	..	..	..	..	Ex Monto 2230 hrs	..
Ditto-CTC §§ dep	..	(0853)	(0910)	(1024)	..	Tues.	..
Howard arr	..	0910	..	..	..	&	..
Ditto-CTC § dep	..	0940	(0922)	(1036)	..	Thurs.	..
BUNDABERG arr	..	1040	1022	1137	..	..	..
Ditto-CTC dep	..	1200	1027	1200	..	..	..
North Bundaberg arr	..	..	..	..	..	..	..
Ditto-CTC §§ dep	..	(1208)	(1035)	(1208)	..	..	..
Miriam Vale arr	..	..	..	..	..	..	..
Ditto-CTC § dep	..	(1411)	(1240)	(1411)	..	..	..
Bororen arr	..	..	..	..	..	..	..
Ditto-CTC § dep	..	(1420)	(1251)	(1420)	..	..	..
PARANA arr	..	..	..	..	..	..	..
Ditto-CTC §§ dep	..	(1537)	(1347)	(1537)	..	..	..
GLADSTONE arr	..	1550	1355	..	..	..	..
Ditto-CTC dep	1600	1625	1450	..	..	..	..
Callemondah arr	1608	1632	..	1548	..	..	..
Ditto-CTC § dep	1611	1645	(1500)	1551	..	..	..
Mount Miller arr	1616	1650	..	1556	..	..	..
Ditto--CTC § dep	1618	1652	(1506)	1558	..	..	..
Yarwun arr	1625	..	..	..	..	..	..
Ditto-CTC § dep	1628	(1659)	(1515)	(1605)	..	..	..
Mount Larcom arr	1641	1712	..	1620	..	..	..
Ditto-CTC § dep	1650	1714	(1531)	1622	..	..	..
Bajool arr	1722	1747	..	1656	..	..	..
Ditto-CTC § dep	1735	1752	(1610)	1658	..	..	..
Rocklands arr	1757	1814	..	1720	..	..	..
Ditto-CTC §§ dep	1759	1816	(1633)	1722	..	..	..
ROCKHAMPTON-AS arr	1810	1825	1645	1730	..	..	..

JULY, 1942.

QUEENSLAND RAILWAYS.

Working Time Tables.

FOR THE USE OF OFFICIALS ONLY.

NORTHERN DIVISION

INCLUDING

GREAT NORTHERN, CAIRNS, COOKTOWN, NORMANTON RAILWAYS AND INNISFAIL TRAMWAYS

On and after SUNDAY, 26th. July, 1942.

The Appendix to this Time-Table is By-Law No. 316, dated 1st. June, 1935.

All previous Working Time-Tables are hereby Cancelled, and must be destroyed.

Copies of this Time-Table must be supplied to the Staff, in accordance with Rule 6 (Book of Rules), and each employee will be held responsible for seeing that Rule 6 has been complied with, so far as he is concerned. The want of a correct Time-Table cannot be pleaded in extenuation, but will be treated rather as an aggravation of any mistake arising therefrom.

The Levels of all Stations shown is the height of the formation at Stations above mean sea level.

Townsville:
Printed by Authority of the Queensland Railway Commissioner.
By D. W. HASTINGS & SONS PTY. LTD.

JULY, 1942.

QUEENSLAND RAILWAYS

WORKING TIME TABLES

(FOR THE USE OF OFFICIALS ONLY).

MAIN, SOUTHERN, SOUTH-WESTERN, AND WESTERN LINES AND BRANCHES

On and after Sunday, 26th July, 1942

THE APPENDIX TO THIS TIME TABLE IS BY-LAW 316.

All previous Time Tables for the Main, Southern, South-Western, and Western Lines and Branches are hereby cancelled, and must be destroyed.

Copies of this Time Table must be supplied to the Staff, in accordance with Rule 6, and each employee will be held responsible for seeing that Rule 6 has been complied with so far as he is concerned. The want of a correct Time Table cannot be pleaded in extenuation, but will be treated rather as an aggravation, of any mistake arising therefrom.

Each Station-master and Officer in Charge must carefully examine this Table, so far as his own Station is concerned, and will be held answerable for the reporting and correction of inaccuracies (if any).

All inaccuracies must at once be reported to the General Manager.

The working on the Suburban Line (Brisbane and Ipswich) will be as laid down in Suburban Lines Working Book.

The levels of all stations shown is the height of the formation at stations above mean sea level.

XXX
A. H. TUCKER. Government Printer, Brisbane.

JULY, 1942.

QUEENSLAND RAILWAYS.

WORKING TIME TABLES

(FOR THE USE OF OFFICIALS ONLY).

Central Line and Branches

Including MACKAY RAILWAY and NORTH COAST LINE (Rockhampton to Bloomsbury).

On and after Sunday, 26th July, 1942

THE APPENDIX TO THIS TIME TABLE IS BY-LAW 316.

All previous Time Tables for the Central and Mackay Lines and Branches are hereby cancelled, and must be destroyed.

Each Station-master and Officer in Charge must carefully examine this Table, so far as his own Station is concerned, and will be held answerable for the reporting and correction of inaccuracies (if any).

All inaccuracies must at once be reported to the General Manager.

Copies of this Time Table must be supplied to the Staff, in accordance with Rule 6, and each employee will be held responsible for seeing that Rule 6 has been complied with so far as he is concerned. The want of a correct Time Table cannot be pleaded in extenuation, but will be treated rather as an aggravation, of any mistake arising therefrom.

The levels of all stations shown is the height of the formation at stations above mean sea level.

Issued by Order of the Commissioner for Railways.

JULY, 1942.

QUEENSLAND RAILWAYS.

WORKING TIME TABLES

(FOR THE USE OF OFFICIALS ONLY).

North Coast Line

(BRISBANE to ROCKHAMPTON)

and Branches.

THE WORKING ON THE SECTION ROMA STREET AND CABOOLTURE WILL BE AS LAID DOWN IN SUBURBAN LINES WORKING BOOK.

On and after Sunday, 26th July, 1942

THE APPENDIX TO THIS TIME TABLE IS BY-LAW 316.

All previous Time Tables for the North Coast Line and Branches are hereby cancelled, and must be destroyed.

Each Station-master and Officer in Charge must carefully examine this Table, so far as his own Station is concerned, and will be held answerable for the reporting and correction of inaccuracies (if any).

All inaccuracies must at once be reported to the General Manager.

Copies of this Time Table must be supplied to the staff, in accordance with Rule 6, and each employee will be held responsible for seeing that Rule 6 has been complied with so far as he is concerned. The want of a correct Time Table cannot be pleaded in extenuation, but will be treated rather as an aggravation, of any mistake arising therefrom.

The levels of all stations shown is the height of the formation at stations above mean sea level.

X
A. H. TUCKER, Government Printer, Brisbane.