

The Times

June 2016

A journal of transport timetable history and analysis



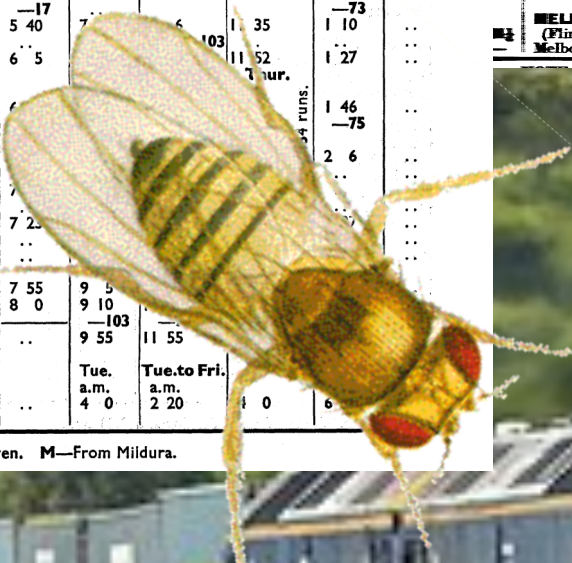
The Sirex

Up	130 Fast Goods Sat.	44 Goods Mon.	28 Thro. Goods Tue. to Sat. ‡	32 Fast Goods Mon. ‡	134 Express Goods Mon. to Thur. (See note page 59)	134A Express Goods Wed. (As required (See note page 59))	134 Exp G
MARYBOROUGH	arr. 11 50M	p.m. 2 20B	p.m. —17	p.m. 6 5B	p.m. . . M	p.m. . . M	a.m. 12 5
ES	dep. 2 15	5 0	5 40	7 . .	6 . .	1 35	1 10
albot ES	arr. . .	2 35	5 20	6 5	103	11 52	1 27
ES	arr. . .	..	..	..	..	..	1 46
lunes ES	arr. . .	..	..	..	..	..	—75
..	dep. 3 0	5 45	..	..	..	..	2 6
North Creswick NC	arr. . .	..	..	..	..	..	..
(See note, page 46)	dep. . .	..	..	..	..	..	..
Creswick ES	arr. . .	..	..	..	..	..	..
..	dep. 3 27	6 10	7 25	..	..	..	..
Vaubra Jct. NC	..	..	..	..	..	..	..
E.C. Siding ES NC	..	..	..	..	..	..	..
(See note, page 46)	..	..	..	..	..	..	..
North Ballarat Jct. ES NC	arr. 3 55	6 37	7 55	9 5	..	..	..
BALLARAT	arr. 3 58	6 40	8 0	9 10	..	..	..
..
..	dep. 4 30	7 0	..	9 55	11 55	..	..
..	Via Nth.	To Nth.	..	..	..	..	..
MELBOURNE YD.	arr. 8 50	..	..	Tue. a.m. 4 0	Tue. to Fri. a.m. 2 20	..	..

B—From Ouyen. M—From Mildura.

ORBOST-BAIRNSDALE.

	126 Goods Sat.	124 Goods Mon. to Fri.	8 Goods Mon. to Fri.
..	A.M. 9 20	A.M. 10 0	P.M. 6 0
..	arr. 9 50	10 35	..
..	dep. 10 15	11 10	..
..	arr. 11 34	11 34	..
..	dep. 11 47	11 47	..
..	arr. 12 10	12 10	7 25
..	dep. 11 2	1 10—3	8 0
..	arr. 11 25	..	..
..
..	P.M. 12 33—1	2 18	9 8
..	arr. 1 0	2 50	10 0—9
..	..	3 18	..
..	..	3 28	..
..	..	3 44	..
..	..	3 52	..
..	arr. 2 0	4 10—9	11 15
..
BAIRNSDALE W †	..	Mon. to Thur.	Fri.
..	..	4 50	6 0
..	..	Tue. to Fri.	A.M. 12 15
..	..	A.M. 12 15	A.M. 12 15
MELBOURNE—	..	..	..
(Flinders Street) W	..	A.M. 3 40	P.M. 1 40
Melbourne Yard	..	arr. 12 35	5 35
..	..	..	12 5



The Fruit Flier

Inside: Bugs in the timetables
Really Weird?
Really Terrible

RRP \$4.95
Incl. GST

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Working Timetable Bugs

GEOFF LAMBERT

A DAILY PASSENGER TRAIN ON the Seaboard Air Line Railroad in the 1930s and 1940s along the Carolina coast was known as *The Boll Weevil Express*. West of Rockhampton in Queensland, another cotton-growing area, this name seemed to strike a chord, as the following extract from a local newspaper shows: *In bidding farewell to Mr. O. K. Power, Police Magistrate, who has been retired, Mr. E. R. Larcombe, barrister, remarked this afternoon that since Mr. Power came to Rockhampton he had done the work of two police magistrates and deposition clerk. Referring to Mr. Power's work in country centres, Mr. Larcombe remarked: I think the people in Brisbane probably do not realise the discomfort connected with work in the Dawson Valley. They probably never had the experience of travelling on the boll weevil express, with a maximum speed of 10 miles an hour, when it was letting its head go.*"

That was Australia's first train named after an insect, but it was not to be the only one.

The Fruit Flyer

Drosophila melanogaster is a species of fly, known generally as the common fruit fly or vinegar fly. It is commonly considered a pest due to its tendency to infest habitations and establishments where fruit is found. Fruit and vegetable growers in Australia are under constant threat from fruit fly. It has the potential to destroy a multi-million dollar fruit export industry that is vital to the survival of regional communities. To help protect fruit and vegetable growing regions in South Australia, northern Victoria and southern New South Wales, areas of these states are protected by the Fruit Fly Quarantine Zone, and the Greater Sunraysia Pest Free Area [see map, left]. The old fruit fly inspection points at the NSW-Vic border are long gone, but conscientious people (we are) still adhere to the rules and do not take fruit into Victoria.

Fruit (oranges, grapes, peaches, other stone fruit) and dried fruit (currants, raisins, sultanas, spaghetti) has been produced in Sunraysia and sent to Melbourne since the days of the Coffey Bros. The railway offered a convenient way to do this since the Mildura line opened in 1903. Harold Clapp upgraded this service in the 1930s, about the same time that he launched a campaign to promote raisin bread. This led one local wag to scrawl on the side of a fruit van:

*Mr Clapp, you're a beaut,
Send us more trucks
And we'll send you more fruit.*
Clapp said "That's spontaneous; very rare"

Down

Miles	STATIONS	103 Express Goods Mon. to Fri.	P.M.
—	MELBOURNE YARD W dep.		5 45
1	North Melbourne ...		
2½	South Kensington O ...		6 0
2¾	Maribyrnong River Junct. ...		
3¼	Footscray ...		6 4
4	Seddon O ...		
4½	Yarraville ...		
5½	Spotswood ...		
6½	Newport ... { arr.		6 10
7½	Austral Meat Siding NC ...		
8½	Altona Junction ...		6 14
8¾	Mobil Oil Coy's Sdg. NC ...		
8¾	Paisley NC ...		
8¾	Petrol. Refineries Sdg. NC ...		
9	S.E.C. Siding NC ...		
9	B.P. Oil Siding NC ...		
9½	Aust. Carbon Black P/L ...		
9½	Sdg. NC ...		
11½	Galvin NC ...		
13	Laverton O ... { dep.		6 20
13½	Aircraft NC ...		
14½	Aircraft Siding NC ...		
19¾	WERRIBEE W ... { arr.		6 28
21	Werribee Racecourse NC ...		
24½	Manor O ... { dep.		6 35 —66 6 41
29½	Little River O ... { arr.	6 49—90	6 49
35½	Lara ... { dep.	6 59	6 53
30¾	Corio ... { arr.	7 7	7 1
40	Shell Co's. Siding NC ...	—154	
40½	Distiller's Siding NC ...		
41½	North Shore ...		
41½	Ford's Siding NC ...		
41½	I.H.C. Siding NC ...		
42	Phosphate Siding NC ...		
—	North Geelong "A" Box ...	7 16	7 16
—	Nth. Geelong Yd. W ... { dep.	To Mildura (see page 122)	To Mildura (see page 122)
43½	North Geelong ...		
44½	Corio Quay South NC ...		
45	GEELONG ES W ... { arr.		
		103	103

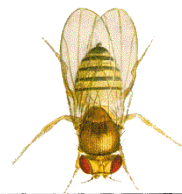
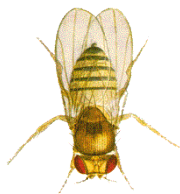
Just the same, getting fruit to Melbourne was a freight business—the transit time for No. 130 Up Through Goods via Castlemaine was 27 h 40 min in 1942. Things speeded up with dieselization in the 1950s and a new category of "Express Goods" was introduced in October 1958. Running via Ballarat, No. 134 Up completed the journey in 10h 50m—a startling acceleration. The Down train, No. 103, was in slightly less of a hurry, taking 11 or 11¼ hours.

In 1957, VR had introduced a named daylight passenger train service to Mildura—the *Mildura Sunlight*. The Express Goods quickly acquired its own waggish name the *Fruit Flier*—a quite clever play on words for the long-established *Geelong Flyer* passenger train name. The newspapers liked and promoted this name and it gradually assumed a semi-official status, although the name never appeared in a Working Time Table.

Miles	STATIONS	103 Express Goods Mon. to Fri.	P.M.
—	MELBOURNE YARD W dep.		5 45
43½	NTH. GEELONG YARD W ... dep.		
—	North Geelong "C" Box ES ...		7 20
48½	Moorabool O ES W ... { arr.		
	(See note, page 170)		7 30
51½	Gheringhap ES ...		
55½	Bannockburn ...		
61½	Lethbridge O ES W ...		
71	Meredith O ES W ...		
76½	Elaine O ES ... { dep.		7 36
	(See note, page 170)		8 9
			8 17
83½	Lal Lal O ES W ...		
87½	Yendon ...		
92½	Warrenheip ES ...		
96	Ballarat East O ...		
96½	BALLARAT W ... { dep.		8 29
			8 41
			8 46
			8 48
			9 5
			To Mildura
		103	103

When the "Fruity" was initiated, there was a reluctance to run it up the Ingliston Bank—as indeed there was for many goods trains of that era. In 1963, the Ingliston Bank was "tamed" by the implementation of Centralized Traffic Control (CTC) and the building of a crossing loop at Bank Box. Nevertheless, the Flier continued to run via North Geelong largely because of the increased traffic on "The Straight" engendered by the Melbourne-Albury Standard Gauge line. The traffic reached its peak in 1970 and tailed off enough after the Broken Hill—Port Pirie line was opened in 1970 to allow re-routing of the Down Flier soon afterwards. The 1970 WTT entries for the Down train [the flies point Down], reproduced here, were the last to show this routing. It can be seen that the prior owner of this WTT has inked in some of the rescheduled times introduced in 1971.

The Up train generally ran via Bacchus



Miles	STATIONS	103 Express Goods Mon. to Fri. (See note, page 59)
—	MELBOURNE YARD dep.	p.m. 5 45 Via Nch. G'long Lp.
73 3/4	BALLARAT W .. arr.	8 43
	" .. dep.	9 5
74 1/4	Shell Oil Co. Siding NC	.. ..
74 1/2	North Ballarat Jct. ES NC	.. 9 8-32
75 1/4	S.E.C. Siding ES NC	.. ..
	(See note, page 46)	
79 3/4	Waubra Jct. ES NC	arr. ..
	(See note, page 46)	
85 1/2	Creswick ES W ..	arr. ..
	" .. dep.	9 25
86 1/2	North Creswick NC	arr. ..
	(See note, page 46)	
96 3/4	Clunes ES W ..	arr. ..
	" .. dep.	9 40
107 1/2	Talbot ES O ..	arr. ..
	" .. dep.	9 55
116 1/2	MARYBOROUGH ..	arr. 10 12
	ES W ..	deb. 10 17M

Miles	STATIONS	10 17
121	Bet Bet ES O ..	def. ari
	(See note, page 59)	
125 3/4	DUNOLLY ES ..	def. ari
129 3/4	Goldsborough NC	def. ari
137 3/4	Bealiba ES W ..	def. ari
145 1/4	Emu ES O ..	def. ari
	(See note, page 59)	
158 1/2	ST. ARNAUD ..	ari
	ES W ..	def.
165 1/2	Sutherland ES O ..	ari
	(See note, page 59)	
170 1/4	Swanwater NC	ari
175	Cope Cope ES O ..	ari
181 3/4	Donald Freezing Works Siding NC	ari
182	BP and Mobil Siding NC	ari
182 1/2	DONALD ES W ..	ari
	" ..	def.

Miles via Castlemaine x	STATIONS	103 Express Goods (See note page 59)			
		<table border="1"> <tr> <th>Sat. (11/5)</th> <th>Wed. Fri. (5/7)</th> <th>Thu. (6/7)</th> </tr> </table>	Sat. (11/5)	Wed. Fri. (5/7)	Thu. (6/7)
Sat. (11/5)	Wed. Fri. (5/7)	Thu. (6/7)			
182 1/2	DONALD ES W ..	arr. 12 23 11 53 a.m. 12 38 35			
	" ..	dep. 12 25 55 12 40 27 12 43 40			
192	Litchfield ES ..	arr. ..			
	(See note, page 59)				
197 1/4	Massey NC ..	arr. ..			
202 1/2	Watchem ES ..	arr. 12 57 30 1 12 10 1 20 12			
	" ..	dep. ..			
207 1/2	Morton Plains NC	arr. ..			
	" ..	dep. ..			
214 3/4	BIRCHIP ES W ..	arr. ..			
	" ..	dep. 1 54			
224 1/2	Kinnabulla NC ..	arr. ..			
	" ..	dep. ..			
227 1/2	Curyo ES O ..	arr. ..			
	(See note, page 59)				
234 3/4	Watchupga ..	arr. ..			
	" ..	dep. ..			
241 1/4	WOOMELANG ES W ..	arr. ..			
	" ..	dep. 2 27-130			
248 1/4	Lascelles ES ..	arr. ..			
	" ..	dep. 2 32			
253 3/4	Gama NC ..	arr. ..			
	" ..	dep. 2 42			
260 1/2	Turriff ..	arr. ..			
	" ..	dep. ..			
264 3/4	Speed ES O ..	arr. ..			
	" ..	dep. 3 5			
268 3/4	Tempy ..	arr. ..			
	" ..	dep. ..			
284	Nunga NC ..	arr. ..			
	" ..	dep. ..			
288 3/4	OUYEN ES W ..	arr. ..			
	" ..	dep. 3 40			
294	Kiamal ..	arr. ..			
	(See note, page 59)				
310 1/4	Hattah ES W O ..	arr. ..			
	" ..	dep. 4 22			
322 1/4	Nowingi ..	arr. ..			
	(See note, page 59)				
332	Carwarp ES O ..	arr. ..			
	" ..	dep. 4 59			
342 1/2	Redcliffs ES ..	arr. ..			
	" ..	dep. 5 4			
347 1/4	Irymple ES ..	arr. ..			
	" ..	dep. 5 21			
350 1/4	Sarnia Packing Co. Sdg. NC	arr. ..			
350 3/4	Caltex Oil Co. Siding NC	arr. ..			
350 1/2	Mildura Co-op Fruit Co. Siding NC	arr. ..			
351 1/4	MILDURA ES W ..	arr. ..			

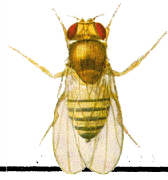
A—On Tuesdays and Thursdays authorised to shunt Donald. (See note page 59)
 x—Mileages via Ballarat 4 1/2 miles greater than those shown.

Marsh in the pre-dawn hours, when the line was devoid of passenger trains and the going was easy. Transit time was 11 hours. On Wednesdays a "Relief" or Conditional train, No. 134A was sometimes necessary and allowed for.

A now unnamed Express Goods, No. 9101/9102 still runs, taking 11h 30m on the Up journey, but it no longer carries fresh fruit to the morning markets. The spaghetti traffic never recovered from the spag-worm epidemic of 1967—youtube.com/watch?v=fACJ22ixzhg—and is long gone.

The Sirex
 The Sirex wood wasp (*Sirex noctilio*) is a species of horntail, native to Europe, Asia, and northern

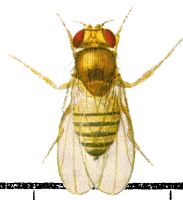




STATIONS	134 Express Goods (See note, page 59) Mon. to Thur.	134A Express Goods (See note, page 59) Wed. as required	134 Express Goods (See note, page 59) Fri.
MILDURA ES .. dep.	p.m. 3 20	p.m. 4 30	p.m. 5 15
Mildura Co-op Fruit Co. Sdg. NC ..	..	..	..
Caltex Oil Co. Sdg. NC ..	..	..	..
Sarnia Packing Co. Sdg. NC ..	..	..	..
Mildura Live Stock Sdg. NC ..	..	..	..
Irymple ES .. arr.	3 28	4 37	5 22
" .. dep.	3 43	4 52	5 37
Redcliffs ES .. arr.	3 50-19	4 59	5 44-75
" .. dep.	4 10	5 20	6 5
Carwarp ES O .. arr.	-75	5 36-75	6 21
" .. dep.	4 26	5 46	6 31
Nowingi NC .. arr.	..	..	..
(See note, page 59) .. dep.	..	..	..
Hattah ES O .. arr.	4 55-75	6 15	7 0
" .. dep.	5 0	6 20	7 5
Klamal NC .. arr.	..	..	..
(See note, page 59) .. dep.	..	..	..
OUYEN ES .. arr.	5 27	6 47	7 32
" .. dep.	5 52	7 12	7 42
Nunga NC .. arr.	..	..	..
Tempy .. dep.	..	..	..
" .. arr.	..	..	..
Speed ES O .. dep.	..	..	..
Turriff NC .. arr.	6 26	7 46	8 14
" .. dep.	..	..	..
Gama NC .. arr.	..	..	..
" .. dep.	..	..	..
Lascalles ES .. arr.	..	..	..
" .. dep.	6 49	8 9	8 37
WOOMELANG ES .. arr.	..	..	..
" .. dep.	6 59	8 19	8 47
Watchupga NC .. arr.	..	..	..
Curyo ES O .. dep.	..	..	..
(See note, page 59) .. arr.	7 15	8 35	9 3
Kinnabulla NC .. dep.	..	..	..
" .. arr.	..	..	..
BIRCHIP ES .. arr.	..	..	..
" .. dep.	7 31	8 51	9 19
Morton Plains NC .. arr.	..	..	..
Watchem ES .. dep.	7 49	9 9	9 37
" .. arr.	..	..	..
Massey NC .. dep.	..	..	..
Litchfield ES NC .. arr.	..	..	..
(See note, page 59) .. dep.	..	..	..
DONALD ES .. arr.	8 20	9 40	10 7
" .. dep.	8 28	9 48	10 15
" .. arr.	8 20	9 40	10 7
" .. dep.	8 28	9 48	10 15
B.P. & Mobil Siding NC ..	..	..	..
Donald Freezing Works ..	..	..	..
Siding NC ..	..	..	..
Cope Cope ES O .. arr.	-37	..	..
" .. dep.	8 38	9 58	10 26
Swanwater NC .. arr.	..	..	..
(See footnote) .. dep.	..	..	..
Sutherland NC ES .. arr.	..	..	..
(See footnote) .. dep.	8 50	10 10	10 38
ST. ARNAUD ES .. arr.	..	..	..
" .. dep.	9 3	10 23	10 50
Emu ES O .. arr.	..	..	..
(See footnote) .. dep.	..	..	..
Bealiba ES O .. arr.	..	..	11 20-103
" .. dep.	9 30	10 50	11 28
Goldsborough NC .. arr.	..	..	..
" .. dep.	..	..	..
DUNOLLY ES .. arr.	..	11 9-103	..
" .. dep.	9 49	11 13	11 46
Bet Bet ES O .. arr.	..	..	Sat. a.m.
(See footnote) .. dep.	..	..	12 5
MARYBOROUGH ES .. arr.	..	..	-73
" .. dep.	10 6	11 35	1 10
BALLARAT .. arr.	11 30	1 12	2 50
" .. dep.	11 55	1 25	3 15
MELBOURNE YARD .. arr.	2 20	4 0	6 0

STATIONS	134 Express Goods Mon. to Thur. (See note)	134A Express Goods Wed. As requir'd (See note)	134 Express Goods Fri. (See note)
DONALD ES .. arr.	p.m. 8 20	p.m. 9 40	p.m. 10 7
" .. dep.	8 28	9 48	10 15
B.P. & Mobil Siding NC ..	..	..	..
Donald Freezing Works ..	..	..	..
Siding NC ..	..	..	..
Cope Cope ES O .. arr.	-37	..	..
" .. dep.	8 38	9 58	10 26
Swanwater NC .. arr.	..	..	..
(See footnote) .. dep.	..	..	..
Sutherland NC ES .. arr.	..	..	..
(See footnote) .. dep.	8 50	10 10	10 38
ST. ARNAUD ES .. arr.	..	..	..
" .. dep.	9 3	10 23	10 50
Emu ES O .. arr.	..	..	..
(See footnote) .. dep.	..	..	..
Bealiba ES O .. arr.	..	..	11 20-103
" .. dep.	9 30	10 50	11 28
Goldsborough NC .. arr.	..	..	..
" .. dep.	..	..	..
DUNOLLY ES .. arr.	..	11 9-103	..
" .. dep.	9 49	11 13	11 46
Bet Bet ES O .. arr.	..	..	Sat. a.m.
(See footnote) .. dep.	..	..	12 5
MARYBOROUGH ES .. arr.	..	..	-73
" .. dep.	10 6	11 35	1 10
BALLARAT .. arr.	11 30	1 12	2 50
" .. dep.	11 55	1 25	3 15
MELBOURNE YARD .. arr.	2 20	4 0	6 0

Africa. The wasp is an invasive species in many parts of the world, including Australia and New Zealand, where it has become a significant economic pest of pine trees. The wasp can attack a wide variety of pine species, including *Pinus radiata*, widely cultivated in Victoria for specialist paper types and building material. When the wasp was found in Victoria in 1960 a major effort was initiated to control it, by felling and burning infected trees. When this didn't work the hunt began within CSIRO for a biocontrol agent with the nematode *Deladenus siricidicola*. This eventually worked. A number of Australian States, including Victoria, established quarantine areas for the wasp, to prevent infes-



STATIONS		134 Express Goods Mon. to Thur.	134A Express Goods Thur. ‡	134 Express Goods Sat.
		p.m.	a.m.	a.m.
ARARAT ES ..	arr. ..	..	..	..
" ..	dep. ..	..	..	..
Buangor O ES ..	arr. ..	..	..	..
" ..	dep. ..	..	..	..
Middle Creek O ES	arr. ..	..	..	..
(See note, page 167)	dep. ..	..	..	..
Beaufort ES ..	arr. ..	..	..	..
" ..	dep. ..	..	..	..
Trawalla O ES ..	arr. ..	..	..	..
(See note, page 167)	dep. ..	..	..	..
Burrumbet O ES	arr. ..	..	..	..
" ..	dep. ..	..	..	..
Wimmerere O ES	arr. ..	..	..	..
(See note, page 167)	dep. ..	..	..	..
Linton Junction ES	arr. ..	..	..	..
" ..	dep. ..	..	..	..
Wendouree NC ..	..	..	..	..
Whites Siding NC	..	..	..	..
North Ballarat Junction	arr. ..	..	..	..
" ..	dep. 11 25	..	..	..
BALLARAT ..	arr. 11 30-73	..	..	..
" ..	dep. 11 55	..	..	..
Ballarat East ..	dep. 11 58	..	..	..
Warrenheip ES ..	arr. Tue. to	..	..	..
" ..	Fri. a.m.	..	..	..
Dunnstown NC ..	dep. 12 5	..	..	..
Bungaree O ES ..	arr. ..-75	..	..	..
" ..	dep. 12 12	..	..	..
Wallace NC ..	..	..	..	..
Gordon O ES ..	arr. ..	..	..	..
" ..	dep. 12 21	..	..	..
Ballan ES ..	arr. 12 29	..	..	..
" ..	dep. 12 43	..	..	..
Bank Box Loop ..	arr. ..	..	..	..
" ..	dep. 12 54	..	..	..
Bacchus Marsh ES	arr. ..	..	..	..
" ..	dep. 1 4	..	..	..
Parwan O ES ..	arr. ..	..	..	..
" ..	dep. 1 10	..	..	..
Melton ES ..	arr. ..	..	..	..-15
" ..	dep. 1 18	..	..	..
Rockbank O ES ..	arr. 1 24-9	..	..	..
Albion Reid Pty. Ltd. NC ES (See note, p. 168)	..	..	..	..
Deer Park O ES ..	arr. 1 31	..	..	..
(See note, page 167)	..	..	..	..
Ardeer Sdg. Nobel (Au.)	arr. ..	..	..	..
Ltd. NC ES (S. n., p. 168)	dep. ..	..	..	..
Sunshine ES ..	arr. 1 39	..	..	..
" ..	dep. 2 0	..	..	..
Tottenham Goods Yard	..	..	..	..
Tottenham O ..	..	..	..	..
West Footscray ..	..	..	..	..
Middle Footscray O	..	..	..	..
Footscray ..	arr. 2 8	..	..	..
Maribyrnong River Junct.	..	..	..	..
South Kensington O	arr. 2 11	..	..	..
DYNON ..	arr. ..	..	..	..
MELBOURNE YARD arr.	2 20	..	..	..
		134	134A	134

tations being transported from place to place.

Areas in Victoria with known infestations included the pine plantations in the Cudgewa area, East Gippsland (Orbost) and the far Western District (around Mt Gambier).

By some process now not fully remembered, pine-log trains to and from these places began to be regarded as "Typhoid Marys" and at least one of them, the Orbost service, acquired the nickname *The Sirex*. It is my uncertain memory that the Cudgewa line train also acquired this status, but no documents I can find support this notion.

The timetable for the Up Orbost "Sirex" from the 1970 VR E&SE appears here. The suburban WTT of about this date suggests that the ultimate destination of this train was Port Melbourne, although whether the logs were unloaded for export there or were detached elsewhere, the WTT does not speak.

Although carded as a "Through Goods", this train did "Roadside" work between Orbost and Bairnsdale, picking up loaded log wagons from the sidings. Its Down counterpart dropped empty wagons at the same places.



STATIONS		124 Goods Mon. to Fri.
		A.M.
ORBOST † W ...	dep. ...	10 0
Waygara NC (See note)	arr. ...	10 35
"	dep. ...	11 10
Tostaree NC (See note)	arr. ...	11 34
"	dep. ...	11 47
		P.M.
Nowa Nowa W †	arr. ...	12 10
Waygara Sawmilling Siding NC	dep. ...	1 10-3
Bruthen †	arr. ...	2 18
"	dep. ...	2 50
Bamberrah (See note)	arr. ...	3 18
"	dep. ...	3 28
Nicholson NC	arr. ...	3 44
"	dep. ...	3 52
"	arr. ...	4 10-9
BAIRNSDALE W †	..	
		Mon. to Thur.
"	dep. 4 50	6 0
		Fri.
		Tue. to Fri.
		A.M.
MELBOURNE — (Flinders Street) W	..	..
Melbourne Yard	arr. 3 40	5 35



Up		126	124	124A
Miles	STATIONS	Fast Goods Sat.	Fast Goods Mon. to Thur.	Fast Goods Fri.
—	BAIRNSDALE	p.m.	p.m.	p.m.
	ES W dep.	2 40	4 50	6 0
1/2	Bairnsdale Oil Siding ..	..	..	..
	NC	..	..	..
1	SEC Siding NC ..	..	..	..
7 1/2	Hillside NC ..	..	..	..
11	Lindenow ES ..	3 5	5 12	6 22
17 1/2	Fernbank O ES ..	3 23	5 27	6 37
26	Munro NC ..	..	..	..
32 1/2	STRATFORD ES arr.	..	5 51	7 1
	dep.	3 50	6 11	7 21
39 1/2	Stratford Jct. NC ES ..	3 55	6 15	7 25
39	MAFFRA ES arr.	..	..	..
	dep.	4 12	6 35	7 42
43 1/2	Tinamba O ES arr.	..	..	..
	(See note, P. 66) dep.	4 22	6 47	7 54
49 1/2	Heyfield ES ..	arr.	..	..
	dep.	4 35	7 0	8 7
56 1/2	Cowwarr O ES arr.	..	..	..
	dep.	4 49	7 14	8 21
64 1/2	Toongabbie ..	..	..	..
	(See note, page 66)	..	..	..
66 1/2	Glengarry O ES arr.	..	..	..
	(See note, P. 66) dep.	5 7	7 32	8 39
73 1/2	TRARALGON ES arr.	5 25	7 50	9 0
	dep.	..	-41, 53	-23, 53
		..	9 40E	11 0E
79	Maryvale NC ES arr.	..	..	..
	(See note, 66) dep.	..	..	..
86	Hazelwood Sdg. NC ..	..	..	..
89 1/2	Morwell Briquette Siding ..	..	..	..
91 1/2	Morwell ES arr.	..	..	11 15
	dep.	..	-121	-219
95 1/2	Herne's Oak NC arr.	..	9 56	11 35
	dep.	..	..	..
95	YALLOURN † dep.	..	..	..
98	Moe † .. arr.	..	..	..
	dep.	..	10 13	11 52
		..	..	Sat. a.m.
98 1/2	Trafalgar .. arr.	..	..	..
	(See note, P. 66) dep.	..	10 24	12 3
101 1/2	Yarragon .. arr.	..	..	..
	dep.	..	10 32	12 11
104 1/2	Darnum ..	..	10 38	12 17
	(See note, page 66)	..	..	..
104 1/2	Caltex Siding NC ..	..	..	..
109	WARRAGUL arr.	..	10 50	12 30
	dep.	..	10 55	12 45
	Continued on Page ..	—	27	24
		126	124	124A

E.—Authorised load No. 124 and 124A 1
Traralgon—Melbourne Fast Goods 700 tons.

21

Miles from B'dale (via Maffra)	STATIONS	110 Through Goods Mon. to Fri.	124 Fast Goods Mon. to Thurs.
109	WARRAGUL ...	P.M. 10 16	P.M. 10 50
		—219	
		dep. 10 26	10 55E
113 1/2	Drouin (See note, page 66) ...	arr. ...	..
		—221	
		dep. 10 37	11 4
119 1/2	Longwarry ES ...	arr. ...	..
		dep. 10 45	11 12
121 1/2	Bunyip ES ...	arr. ...	..
		—223	
		dep. 10 49	11 16
124 1/2	Garfield O ...	..	..
127	Tynong ...	..	..
130 1/2	Nar-Nar-Goon (See note, page 66) ...	arr. ...	..
		dep. 11 2	11 29
134 1/2	Pakenham ...	arr. ...	..
		dep. 11 9	11 35
139 1/2	Officer ...	arr. ...	..
		dep. 11 16	11 41
141 1/2	Beaconsfield ...	..	..
143 1/2	Berwick ...	arr. ...	..
		dep. 11 23	11 47
145 1/2	Narre Warren ...	arr. ...	..
		dep. 11 27	11 51
147 1/2	Hallam NC ...	..	..
149 1/2	General Motors NC ...	..	..
		arr. 11 46	12 10
151 1/2	DANDENONG ...	Tue. to Sat. A.M. 12 15	..
154	Noble Park ...	..	..
155	Sandown Park O ...	..	..
155 1/2	Spring Vale ...	..	..
157	Westall ...	..	..
158 1/2	Clayton ...	..	..
159 1/2	Huntingdale ...	..	..
160 1/2	Oakleigh ...	arr. 12 35	1 13
		dep. 12 35	1 58
161 1/2	Hughesdale ...	..	..
162	Murrumbeena ...	..	..
162 1/2	Carnegie ...	..	..
163 1/2	Caulfield ...	arr. 12 43	..
		dep. 12 43	2 4
164 1/2	Malvern ...	..	..
165 1/2	Armadale ...	..	..
166	Toorak ...	..	..
167	Hawksburn ...	..	..
167 1/2	South Yarra ...	..	..
168 1/2	Richmond ...	..	..
170 1/2	MELBOURNE —	arr. 1 3	2 25
	Flinders Street W	dep. 1 30	2 55
—	Viaduct Junction ...	.. 1 35	3 0
—	Melbourne Yard ...	arr. 2 10	3 40
		110	124

E. Authorised load No. 124 Traralgon—Melbourne
Fast Goods 700 tons.

L. Change Locomotives.

Weird—or what?

JAMES T WELLS

AUCKLAND, NZ METRO TRAIN timetables have a strange footnote: *Times in bold mean the train will not depart before the time shown. All other times are approximate and the trains will stop as required, please make yourself visible to the driver.*

Bold times are shown for start and key stations along the route, e.g. Otahuhu and Newmarket on the Southern line.

There should be no need in a suburban train timetable to say that times are ‘approximate’; normal practice is to set them so the chance of a train leaving early is very low.

This is an issue that can give rise to a lot of debate. In Auckland’s case it should be noted that the basic pattern runs all day long with supplementary trains on some lines at peak hours. There is no express running. This may not work all that well if there are significant differences in dwell times between inbound peak hours and quiet times.

Sydney trains typically have the same running times peak v off peak, but with substantial recovery times built in.

The next statement is that ‘trains will stop as required’. Surely the plain English interpretation of this is that they may NOT stop if there’s no passenger business to be done. Conditional stops are now very rare in railway timetabling but used to be quite common on thin country routes. The Americans had a universal symbol – the letter f – to denote flag stops.

The next statement is that one is to ‘make yourself visible to the driver’. This obviously means passengers on platforms seeking to board a train. If the platforms are well lighted as they now tend to be this should work if approach speeds are low.

But what about passengers seeking to alight? No guidance is given to them about what they should do.

Auckland off peak trains are typically 3 car with the doors operated by a conductor / operator from a panel located beside a passenger door. In Sydney guards operate the doors from a driving cab. I don’t know how many panels there are in Auckland’s trains; it may be possible to limit the openings to just one door per side in which case it would be easy for the staff member to check boarders’ destinations.

I queried this at the Britomart Enquiry centre. The response was along the lines of

to Britomart via Panmure

	Manukau	Puhinui	Papatoetoe	Middlemore	Otahuhu	Westfield	Sylvia Park	Panmure	Glen Innes	Meadowbank	Orakei	Britomart	
Saturday, Sunday and Public Holidays													
AM	6.33	6.36	6.39	6.41	6.44	6.46	6.50	6.53	6.56	7.00	7.02	7.11	
	7.03	7.06	7.09	7.11	7.14	7.16	7.20	7.23	7.26	7.30	7.32	7.41	
	7.33	7.36	7.39	7.41	7.44	7.46	7.50	7.53	7.56	8.00	8.02	8.11	
PM	8.03	8.06	8.09	8.11	8.14	8.16	8.20	8.23	8.26	8.30	8.32	8.41	
	8.33	8.36	8.39	8.41	8.44	8.46	8.50	8.53	8.56	9.00	9.02	9.11	
	9.03	9.06	9.09	9.11	9.14	9.16	9.20	9.23	9.26	9.30	9.32	9.41	
	9.33	9.36	9.39	9.41	9.44	9.46	9.50	9.53	9.56	10.00	10.02	10.11	
	10.03	10.06	10.09	10.11	10.14	10.16	10.20	10.23	10.26	10.30	10.32	10.41	
	10.33	10.36	10.39	10.41	10.44	10.46	10.50	10.53	10.56	11.00	11.02	11.11	
	11.03	11.06	11.09	11.11	11.14	11.16	11.20	11.23	11.26	11.30	11.32	11.41	
	11.33	11.36	11.39	11.41	11.44	11.46	11.50	11.53	11.56	12.00	12.02	12.11	
	12.03	12.06	12.09	12.11	12.14	12.16	12.20	12.23	12.26	12.30	12.32	12.41	
	12.33	12.36	12.39	12.41	12.44	12.46	12.50	12.53	12.56	1.00	1.02	1.11	
AM	1.03	1.06	1.09	1.11	1.14	1.16	1.20	1.23	1.26	1.30	1.32	1.41	
	1.33	1.36	1.39	1.41	1.44	1.46	1.50	1.53	1.56	2.00	2.02	2.11	
	2.03	2.06	2.09	2.11	2.14	2.16	2.20	2.23	2.26	2.30	2.32	2.41	
	2.33	2.36	2.39	2.41	2.44	2.46	2.50	2.53	2.56	3.00	3.02	3.11	
	3.03	3.06	3.09	3.11	3.14	3.16	3.20	3.23	3.26	3.30	3.32	3.41	
	3.33	3.36	3.39	3.41	3.44	3.46	3.50	3.53	3.56	4.00	4.02	4.11	
	4.03	4.06	4.09	4.11	4.14	4.16	4.20	4.23	4.26	4.30	4.32	4.41	
	4.33	4.36	4.39	4.41	4.44	4.46	4.50	4.53	4.56	5.00	5.02	5.11	
	5.03	5.06	5.09	5.11	5.14	5.16	5.20	5.23	5.26	5.30	5.32	5.41	
	5.33	5.36	5.39	5.41	5.44	5.46	5.50	5.53	5.56	6.00	6.02	6.11	
6.03	6.06	6.09	6.11	6.14	6.16	6.20	6.23	6.26	6.30	6.32	6.41		
PM	6.33	6.36	6.39	6.41	6.44	6.46	6.50	6.53	6.56	7.00	7.02	7.11	
	7.03	7.06	7.09	7.11	7.14	7.16	7.20	7.23	7.26	7.30	7.32	7.41	
	7.33	7.36	7.39	7.41	7.44	7.46	7.50	7.53	7.56	8.00	8.02	8.11	
	8.03	8.06	8.09	8.11	8.14	8.16	8.20	8.23	8.26	8.30	8.32	8.41	
	8.33	8.36	8.39	8.41	8.44	8.46	8.50	8.53	8.56	9.00	9.02	9.11	
	9.03	9.06	9.09	9.11	9.14	9.16	9.20	9.23	9.26	9.30	9.32	9.41	
	9.33	9.36	9.39	9.41	9.44	9.46	9.50	9.53	9.56	10.00	10.02	10.11	
	10.03	10.06	10.09	10.11	10.14	10.16	10.20	10.23	10.26	10.30	10.32	10.41	
	Saturday Only												
	PM	10.33	10.36	10.39	10.41	10.44	10.46	10.50	10.53	10.56	11.00	11.02	11.11
11.03		11.06	11.09	11.11	11.14	11.16	11.20	11.23	11.26	11.30	11.32	11.41	
AM	11.33	11.36	11.39	11.41	11.44	11.46	11.50	11.53	11.56	12.00	12.02	12.11	
	12.03	12.06	12.09	12.11	12.14	12.16	12.20	12.23	12.26	12.30	12.32	12.41	

Times in bold mean the train will not depart before the time shown. All other times are approximate and the trains will stop as required, please make yourself visible to the driver. This service is provided by Transdev Auckland

“Aw-gee, no one has ever asked this before (consult colleague) - What’s the problem? All trains stop at all the stations.”

No reply was received from an on line enquiry.

I think there’s a possibility the footnote is the invention of a smart lawyer to protect the business from law suits that might arise from late running. It may also be there to cover the situation where ‘control’ orders trains to skip stops in a bid to recover time. This is always difficult for railways to

manage; upset the few for the benefit of the many. If Auckland can do it with minimal customer impact good luck to them.

Another factor may well be security. This has received enormous focus in recent years – think of help points, lighting, CCTV, security guards etc. Auckland certainly has many of the latter on stations. Encouraging passengers to be visible on stations – to the CCTV as well as drivers – must help.



The timetables that never were

Anthony McIlwain

IN DISCUSSING THE PROPOSED NSW Royal Train of 1949 (*The Times*, March 2016), the author asks who was correct, the New South Wales Railways who issued a press release stating that a Royal Train would be made up of existing special vehicles, or the department store Grace Brothers, who issued publicity material stating that they were to provide interior furnishings for three new carriages for the Royal Train. In fact, both were correct!

As the author indicates, documentation about this tour is scattered among agencies and archives and the story is incomplete. As the NSW Railways press release of May 1948 stated, only relatively short day journeys were envisaged for NSW so the existing special carriages would be adequate. At some stage in the latter half of 1948 there was a change of heart, and the completed body shells, underframes, bogies and electrical equipment of three air conditioned carriages under construction at Commonwealth Engineering Granville (ComEng), as part of the order for RUB sets for Daylight Express services, were set aside for fitout as The King's Car, The Queen's Car and The Royal Lounge. This fitout was done by ComEng craftsmen using the designs and materials provided by Grace Brothers. When the tour was cancelled in November 1948, the fitout of The King's Car was almost complete, The Queen's Car was

75% complete, and The Royal Lounge was 50% complete.

I haven't located any documentation on the change of heart, but I suggest that air conditioning was decided to be essential because of the climatic variations with the various NSW journeys over different parts of the state, the risk of soot and smoke ingress as locomotives worked hard on grades, and the need to maintain a stable internal environment to protect the King's delicate health. Indeed, The King's Car also contained a compartment for the Royal Physician. I suspect also that someone high up decided that the old timber special vehicles would compare unfavourably with the new luxury air conditioned train provided for the 1947 visit of the Royal Family to South Africa and Northern and Southern Rhodesia, so equivalent luxury cars were needed in NSW.

The story of these three carriages is related in John Dunn's *A History of Commonwealth Engineering* Volume 1, pages 136 to 139. Plans for these carriages are held at the Railway Resource Centre of the Australian Railway Historical Society, NSW Division. A description of this train, including the complete 13 car composition, is recorded on Page 264 of *Coaching Stock of the New South Wales Railways Volume II*. Unfortunately this story is incorrectly captioned for the 1952 Royal Train (which also didn't eventuate), not the 1949 train. The proposed composition of the 1952 train in fact reverted to the use of the various existing special

vehicles, as fewer train journeys were proposed for NSW than in 1949.

As for the three new carriages, on the cancellation of the 1949 tour Commonwealth Engineering was instructed by the railway authorities to strip out the interior partitions and fittings and they were then fitted up as standard day cars, much to the angst of the craftsmen at ComEng. It seems that Traffic Branch prevailed as the cars were urgently needed to roll out the much anticipated Daylight Express sets, and no spare cars had been included in the contract.

The author suggests tongue in cheek (I think) that Grace Brothers would have been the choice of the Labor Prime Minister Chifley, but Menzies would have chosen David Jones or Myer for the work. For historical accuracy, it's worth stating that while David Jones was considered the store for the upper class and Grace Brothers for the aspirational middle class, David Jones was, and is, strong on clothing and homewares, but not so much furnishings. By contrast Grace Brothers specialised in furnishings and also operated a well-regarded removals company. In the 1940s Grace Brothers had its main twin four storey stores on Sydney's Broadway, at the start of City Road, and one of these two buildings was completely devoted to furnishings. Keeping with the times, it's also worth saying that there is no way in 1948 that the very proud New South Wales Railways, or any of the state railways for that matter, would have tolerated an instruction from the Prime Minister's office on state responsibilities such as who should furnish the royal carriages. That's not the way things worked then.

Ebasco and Tram Working Timetables

Malcolm may be on a slow tram to nowhere these days, but the article which his Public Transport proclivities spawned is really rocketing along, as these letters from IAN BRADY and DUNCAN MACAUSLAN show

From Ian Brady

May I contribute this about the EBASCO item in your March, 2016 issue of 'The Times':

Some items arise from in the article in the March issue headed: 'Trinkets from Ebasco' which readers may find interesting.

The graph on page 2: after a draft working timetable is completed, staff often prepared graphs to check their work particularly if any single-line working is involved. The Balmain line had a short single line section at its end down to Darling Street wharf which was possibly worked visually, so this example might have been prepared for Ebasco only. I have seen printed tramway WTTs of tram lines with single-track, i.e., Watson's Bay & Enfield to cover the staff and ticket working which may (or may not) have been in the overall numbering sequence of timetables (see below).

Page 15 - numbering of WTTs: the timetables for each Sydney tram line (and I think bus lines today) commenced at the inauguration of a line at timetable 'No. 1' then counted upwards. For example, if we date the opening of the Balmain/Lilyfield electric line in 1902 (or even in steam days, in the 1880s), its first timetables might be Mondays to Fridays, No. 1, Saturdays, No. 2, Sundays, No. 3, Holidays, No. 4, Xmas day, No. 5 and so on. Many beach and other lines had summer and winter timetables at weekends. Thus it would not be hard to have issued 200 timetable numbers in the 1950s when the trams closed. I have several WTTs numbered over the 200 mark issued at the end of Sydney's trams.

Until the 1950s, NSWGT tramway working timetables were hand written similar to the extract on page 15. I have a later edition of this line dated 17 December, 1956, timetable No. 185, which is typewritten as were most timetables towards the end of tram

operation. Not many were printed (unlike the railway WTTs as noted on page 4 of the March issue) and were found in Head Office and the depots only.

The layout of the timetable extract on page 15 tells me that this was a 'special edition' for Ebasco only and perhaps not a normal WTT. Sydney tramway WTTs (and bus ones today) were laid out reading from the top line with the run number, then the depot/note line followed by the OUTER terminal, from where the timetable read down to the city (or more important) terminal. The timetable then continued back to its outer terminal at the bottom. This arrangement was so that AM services were shown in time order arriving in the city or busiest destination, then after about midday, the reverse applied and outward times were shown in time order for the afternoon and evening services.

So if WTTs were not on general issue, how did the depot tell crews their work?

Page 16 shows how this was achieved. From the working timetable, the roster clerks would first of all prepare the 'wall timetable' which was hung on a frame (or wall). It showed for every day, by run number, the departure time of every trip across the page but not intermediate or arrival times. In those days running times were pretty-well fixed throughout unlike now. In addition, crews had to know their sign-on/off points which could be at terminals and the depot.

Roster clerks then built shifts according to the award and the various sign-on, sign-off allowances. AM early and PM late were built first, followed by mid-day then broken shifts with had overall 12 hour limits. Depots with high frequency services during the day would usually have day shifts to relief AM's for meals as broken shifts were still on the road.

Roster clerks would then allocate work to cover every tram/bus in each timetable according to the award conditions as in the middle example on page 16. Then they would allocate these rosters to show how crews worked their weeks' work as in the example at the top of page 16.

There are two tables showing the working of the driver and conductor, as noted with just the roster number extracted from the timetables. These were used to advise staff of their workings - distribution of WTTs in Sydney's trams was sparse and only sent to HO and depot staff. I feel this was prepared for Ebasco only as two names on these rosters were HO staff of the tramway timetable department known to me!

When crews signed on according to their rostered work from these two tables, they referred to the 'Wall timetable' to extract from it the detailed working they had to follow. Drivers and conductors were given 20 minutes sign-on time each shift to copy down their work each shift and ticketing onto their revenue journals which were also used to record sales of paper tear off tickets. Mistake-prone drivers who were doing shifts with numerous runs had to go to different parts of the notice cases to copy their work down.

Readers should know that rosters were divided into sections: early from 5.00 to 13.00; day 12.00 to 20.00; broken, about 6.00 to 10.00 and 14.00 to 18.00 with overall spread of no more than 12 hours and late 16.00 to 00.30 or so. Some lines had a few all-night crews. Meal breaks were for about 30 minutes after the third and before the fifth hours of work on most awards.

Were these tables just prepared as an exercise for Ebasco? I think so, as two names in the table at the top of page 16 were known to me from Sydney terms HO timetable staff!

From Duncan MacAuslan.

Graphical time

displacement timetables were produced for all tramlines as far as I can tell.

I've a feeling they were introduced in 1896 when Superintendent of Tramways John Kneeshaw prepared diagrams based on his railway experience which enabled improvements to the Bondi and Waverley timetables in April 1896. They continued until the bus era. We have examples in the Sydney Bus Museum (partial copy attached) which were used in the 1970s to train scheduling clerks.

Many working timetables were handwritten from the graphs then sent for typing which must have been a skill in itself on manual typewriters; no spreadsheets then!

I'd suspect that Mr Young has used a copy rather than writing it himself although the explanation of signs at the bottom of the page is unusual.

Most WTTs had at least two cover sheets. The front one provided the compilers and typists initials, the timetable number and its commencement date then an often long list of explanations of signs. The

second page gave details of the running times.

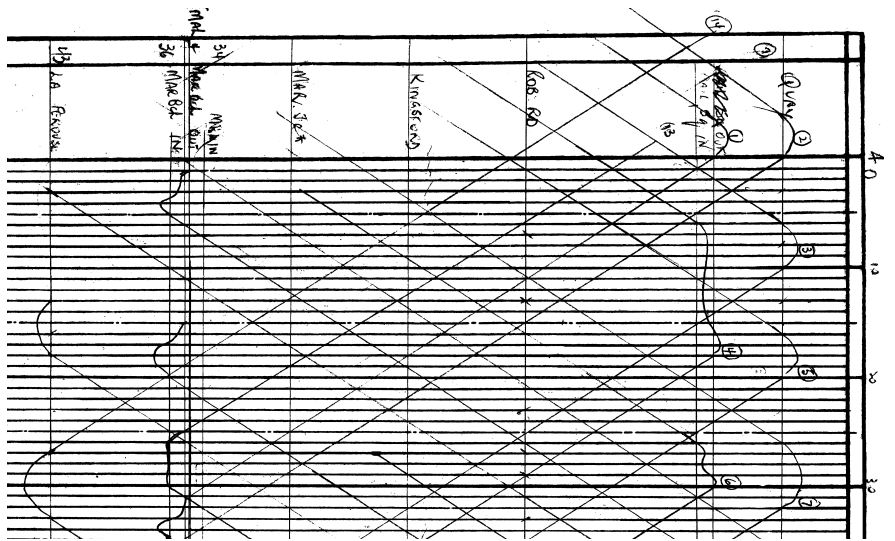
Timetable numbers were sequential for each line so that for example on the Balmain, Birchgrove and Lilyfield lines number 185 was Mondays to Fridays, 186 Saturdays, and 191 Winter Sundays.

Hard to tell the date for no 164 given that issues were also made for special events and holidays.

There are quite a number still in

existence in the Tramway Museum's archives mostly from the last few years of operation. The SBM has many volumes of early bus WTTs.

The roster was prepared from the WTT and was used by crews to fill in their journals. The roster would tell the driver and conductor which Run Number they were on that day, then they would hand write the details from the wall timetable to their journals taking into account their shift and relief times. This



SB:RH
T. NO. 135

FORT MACQUARIE - LILYFIELD - BALMAIN (ROWNTREE STREET)

MONDAYS TO FRIDAYS

COMMENCING DECEMBER 17, 1956.

Explanation of Signs.

- 4 - Wait for inter-riding passengers joining train from times ex Birchgrove and Darling Street Wharf
 - Connect at Ross Street with the 4.36 a.m. bus ex Abbotsford to Circular Quay (Route 453).
 - Show "Balmain" signs and transfer passengers at Rowntree Street into Route 445 connecting bus - also show supplementary "Ryde" signs and on arrival at Darling Street Junction at 1.31 a.m., transfer Ryde Line passengers into Route 404 bus.
 - Consist of coupled 30 seat cars.
 - 3 - To or from Christchurch supplementary service.
 - Wait at City Road Junction for transfer to Ryde Line ex Rowntree Street 4.23 a.m. to Earwood, due 5.27 a.m.
 - 1 - To or from Newtown line timetable.
 - Show supplementary "Glebe Point" signs and on arrival at City Road Safety Zone, transfer passengers and relief slip into the 4.50 a.m. ex Jones Street Crossover to Glebe Point.
 - Run via Forest Lodge, City Road, Cleveland and Regent Streets.
 - To or from Glebe Point Line.
 - Show "Fort Macquarie" signs and transfer passengers into the 4.49 a.m. trip ex Darling Street Junction at the Railway. Allow through fares.
 - Pick up passengers at Darling Street Junction from the 3.6 a.m. bus ex Ryde (Route 404) to Darling Street Junction due 3.28 a.m. Tram conductor to receive transfer slip.
 - Operate via Ross Street and Parramatta Road.
 - To or from Leichhardt Timetables.
 - U - To or from laying up at Fort Macquarie.
 - The 11.26 p.m. trip ex Lilyfield to Depot is to show "Fort Macquarie" signs allow through fares and transfer passengers at Epping Junction into the 11.9 p.m. trip ex Rowntree Street to Fort Macquarie which must wait for tram from Lilyfield.
 - Operate "Special" to Leichhardt Terminus dep. 5.53 p.m. thence as shown on Leichhardt Timetable.
 - Show "Balmain" signs and transfer passengers at Rowntree Street into Route 445 connecting bus - also connect at Railway with 12.20 a.m. staff bus from Randwick Depot to Central Railway.
 - Consist of a single 30 seat car.
 - 3 - Staff car - carries ordinary passengers.
 - Show "University Gates" signs and operate via Ross Street.
 - Show supplementary Lilyfield signs and transfer passengers into No. 328 at Epping Junction. No. 328 to take over Lilyfield passengers at Epping Junction.
 - 1 - Attach additional car on this trip.
 - V - Wait inland for passengers from the 6.00 a.m. ex Birchgrove (Rte. 441) and 7.00 a.m. ex Darling Street Wharf (Route 445).
 - X - No. 325 and 319 to wait arrival of 8.10 and 8.30 a.m. buses from Darling Street Junction on Route 445 respectively.
- OTE: All runs to consist of "R" or "RL" type cars unless otherwise shown.

- S - Operate in advance of 7.55 a.m. trip ex Fort Macquarie to Lilyfield.
- PR - Transfer from Circular Quay Railway to Central Railway at Lilyfield.

No 185		Balmain ~ Lilyfield Lines															Mondays to Fridays										Big			
Run No	Dep	33A	317	328	320	338	348	337	351	335	333	325	332	326	329	341	319	306	342	330	321	30A	302	331	322	348	328	317	349	32
Depot Jct.	Dep	-	L	-	-	-	G	-	-	-	-	-	-	-	-	-	-	-	G	-	-	-	G	-	-	-	L	G	-	
Rowntree St. Jct.	"	-	-	746	-	752	-	-	-	759	-	88	-	816	-	-	826	-	-	838	-	847	-	-	90	-	-	-	-	920
Darling St. Jct.	"	-	-	752	-	758	-	-	-	805	-	81A	-	822	-	-	832	-	-	84A	-	853	-	-	96	-	-	-	-	920
Lilyfield	"	747	-	-	-	75A	-	-	-	81	86	-	811	-	819	-	-	828	-	838	-	-	847	-	90	-	-	-	919	
Johnston St (Lily)	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	830	-	-	-	-	-	-	-	-	-	-	-	917	-	
Argyle Street Av	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94A	-	-	-	
Millers Point	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91A	-	-	-	-	-	935	-	-	-	-	955	
Fort Macquarie	"	823	82A	828	830	83A	836	837	8A2	8A1	8A7	850	855	858	91	9A	91	91A	-	920	923	929	936	-	940	-	950	955	-	102
Fort Macquarie	Dep	LU	829	830	83A	8A0	8A1	837	8A4	8A7	85A	858	90	93	LU	97	91A	918	-	LU	927	93A	936	-	947	-	95A	958	-	107
Millers Point	"	-	-	-	-	-	-	-	-	T	T	-	-	-	-	-	-	-	-	921	-	-	-	-	941	-	-	-	101	
Argyle Street	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95A	-	-	
Johnston St (Lily) Av	"	-	-	-	-	-	912	-	-	-	-	-	-	931	-	-	-	-	951	-	-	-	-	1011	-	-	-	-	1031	
Lilyfield	"	-	95	-	-	-	-	-	-	-	923	-	-	-	-	-	-	-	943	-	-	-	-	103	-	-	1023	-	-	104
Darling St. Jct.	"	-	-	-	910	-	-	-	-	-	930	-	-	-	-	-	950	-	-	-	-	-	1010	-	-	-	1030	-	-	
Rowntree St. Jct.	"	-	-	-	916	-	-	-	-	-	936	-	-	-	-	-	956	-	-	-	-	-	1016	-	-	-	1036	-	-	
Depot Jct. Rozelle.	"	-	-	-	L	-	G	-	97	91A	-	-	L	-	G	-	-	-	L	-	-	-	-	105	-	-	L	-	L	

FORT MACQUARIE - LILYFIELD - BALMAIN (ROWNTREE STREET)				
STATION	Normal Running Times - From 4.46 a.m. ex any terminus to Fort Macquarie arr. 8.0 p.m. (Mondays to Fridays) and 2.30 p.m. (Saturdays)	From Fort Macquarie dep. 8.0 p.m. (Mondays to Fridays) - 2.30 p.m. (Saturdays) and 4.46 a.m. ex any terminus (Holidays) to 12.29 a.m. ex any terminus.	SUNDAYS - From 4.46 a.m. to 12.29 a.m. ex any terminus.	ALL NIGHT RUNNING TIME: From 12.30 a.m. to 4.45 a.m. ex any terminus. (DAILY).
	Minutes	Minutes	Minutes	Minutes
Fort Macquarie	0	0	0	0
For intermediate points (see Leichhardt table)				
Rawson Place	17	15	14	14
City Road Junction	22	19	18	18
opping Junction	28	25	24	-
Rozelle Depot Junction	29	26	25	25
(via Balmain Line)				
Johnston Street (Lilyfield)	31	28	27	-
Johnston Street (Balmain)	32	-	-	-
Lilyfield	36	33	31	31
Darling Street Junction	36	33	32	31
Balmain (Rowntree Street)	40-42 *	37	36	34
Rozelle Depot Junction to Lilyfield.	10	10	10	-
Balmain (Rowntree Street)	11	11	11	10
Johnston Street, Lilyfield.	5	5	5	5
Johnston Street, Balmain.	3	-	-	1

* - From 7.0 a.m. to 6.30 p.m. on Mondays to Fridays the running time between White Bay and Rowntree Street is increased by 2".

Terrible Australian Passenger Services

JIM STOKES

VICTOR ISAACS' EXAMPLES OF Kingston and Mount Hope in 1932 (*The Times*, March 2016) are certainly classic examples of nightmare journeys, but I would submit a few others that were almost as bad.

Firstly two examples from Tasmania, neither of which could plead—the excuse that passenger potential was too limited to run anything more than what was essentially an all-stations goods train. The Tasmanian Main Line Railway began full passenger services between Hobart and Launceston in 1876 with an Express (which took a mere 5 hours 45 minutes for the 133 mile journey) and a daytime Mixed train, which required 8 hours and 40 minutes. In 1877 the TMLR added an overnight Mail train, which required no less than 12 hours 40 minutes for the journey. The TMLR was taken over by the Tasmanian Government Railways in 1890 and in 1891 the TGR converted two TMLR saloon cars to longitudinal berth sleeping cars for the Mail train, later also converting two TGR side door cars to sleepers. The TGR also modestly accelerated the Mail to a journey time of only 10 hours, which included a 25 minute stop at Parattah Jct. The Mail continued to operate as a passenger service until 1926, by which time the northbound journey had been reduced to 8 hours 15 minutes. In later years sleeping cars seem to have been included in the train only at busy times. In 1928 the TGR at last provided an acceptable evening passenger service, which left Hobart at 4.45 pm and arrived at Launceston at 10.20 pm. Even this was only 10 minutes faster than the Express of 1876. The Mail became a goods train and until 1966 one of the overnight goods trains between Hobart and Launceston was identified in the working timetable as the Northern Mail.

My second Tasmanian example is the journey from Hobart to Queenstown. In the early years of mining on the West Coast the only alternative to walking the notorious Linda Track from the upper Derwent Valley to Queenstown was to take what was often a highly unpleasant sea voyage to Strahan. In 1900-01 a railway link was established between Hobart and Queenstown via Burnie with the completion of the Emu Bay Railway to Zeehan and the extension of the TGR Western line from Ulverstone to Burnie. However the distance by rail between Hobart and Queenstown was 367 miles, compared with only around 160 miles by

the Lake St Clair road and the Linda Track.

Given that much of the rail journey was over steeply graded and sharply curved tracks it would have been unrealistic to expect it to be accomplished in one day. However the various operators involved seem to do their best to drag the journey out for as long as possible. In the 1926 timetable aspiring passengers for Queenstown left Hobart on the 8.15 am train for Launceston. They arrived at Western Jct at 1.21 pm and were allowed 42 minutes for refreshments before departing again on the afternoon all-stations passenger train from Launceston to Wynyard. They arrived at Burnie at 7.18 pm and then had to find themselves a bed for the night.

However they had to be up for an early start next morning to catch the Emu Bay Railway Mail train (essentially a mixed passenger and goods train), which left Burnie at 7.05 am and took nearly six hours to travel the 88 miles to Zeehan. Here they had just over an hour to forage for lunch at one of the hotels within walking distance of the station, before setting out again at 2.05 pm on the TGR's mixed passenger and goods train for Regatta Point, which took just over two hours to cover the 29½ mile journey and featured some of the TGR's oldest and most decrepit passenger stock. At Regatta Point they had some 20 minutes for a quick, and no doubt welcome, shot of rum in the hotel adjoining the station and at 4.30 pm they set out again for Queenstown on the Mt Lyell Railway, finally arriving at their destination at 6.35 pm. The journey from Hobart to Queenstown thus took a total time of 34 hours and 20 minutes, with an actual travelling time of 20 hours and 29 minutes at an average speed of around 19 miles per hour.

Hobart residents seemed to be resigned to the rigours of the rail trip to the West Coast, an area which in any case they tended to regard as beyond civilisation. However Launceston residents intermittently campaigned for a service that would get them to the West Coast in a single day, which could have been achieved by running an afternoon train over the Emu Bay Railway to connect with the morning passenger train from Launceston to Burnie. The problem with this proposal was that without a morning EBR service passengers for Queenstown would have had to spend the night in Zeehan and traffic volumes did not justify running two EBR trains each day. In October 1913 the EBR agreed to provide an afternoon goods train on three days each week to connect with the morn-

ing train from Launceston, but it was withdrawn after about a month because of poor patronage.

The most enterprising attempt to provide a land passenger service between Hobart and Queenstown occurred before the through rail route was completed. In March 1897 Sydney Page began running a coach service from Macquarie Plains station (where it connected with the morning Derwent Valley line train from Hobart) to Lake St Clair. The passengers spent their first night at Dee and the second night at Lake St Clair, continuing to Gormanston on the third day on horseback over the Linda Track. This service seems to have lasted for only a month, but in the summer of 1898 George Ellis was running a similar operation, with his coach running beyond Lake St Clair to the Iron Store on the Linda Track on the slopes of Mt Arrowsmith.

Finally a few examples from other states. I started collecting current passenger timetables in 1961 when I began my annual odyssey from Tasmania in search of steam. By then the approach to dubious passenger services varied from state to state. Victoria, South Australia and Western Australia included lines in their public timetables only if they were served by a passenger train, a railcar or at worst a mixed train that made at least some attempt to cater for passenger traffic. However in New South Wales and Queensland virtually every line still appeared in the public timetable, no matter how slow or infrequent the service might be.

Among the honourable mentions is the Friday/Saturday service from Cairns to Forsayth in the timetable of 2 July 1961. This left Cairns as a Mixed at 5.25 am on Fridays and took nearly 12 hours to cover the 121 miles to Alma-den, although it did include refreshment stops of 57 minutes at Mareeba and 40 minutes at Dimbulah. Passengers had to find a bed for the night at Alma-den and then set off for Forsayth on the rail motor at 8.30 am on Saturday morning, taking just under 10 hours to cover the 242 mile journey. Another leisurely Queensland journey was the Dirrinbandi Mixed, which left Brisbane Roma St at 8.15 am on Tuesdays and Fridays and eventually completed its 416 mile journey at noon the following day. No doubt passengers stocked up well with refreshments in their midnight hour and a half at Goondiwindi to keep themselves alive for the 10 and a half hour refreshment desert on to Dirrinbandi.

New South Wales genuinely tried to give most of its branch lines a reasonable passenger service by two-car diesel train or rail motor at least once or twice a week, if possible offering a connection with the air-

EMU BAY RAILWAY (PRIVATE LINE.)

BURNIE TO ZEEHAN.					ZEEHAN TO BURNIE.				
Miles.	Stations.		Fares.		Miles.	Stations.			p.m.
			1st Class	2nd Class		—	—		
			S.	S.		Zeehan	Dep.	2.0	
		a.m.	s. d.	s. d.	88	Burnie	Arr.	7.50	
19	Burnie	D	7.5	..					
28	Zeehan	..	12.57	31 0					

Train runs daily between Waratah and Guildford, connecting with trains and from Zeehan.

242 TASMANIAN GOVERNMENT RAILWAYS.

STRAHAN—ZEEHAN LINE.

REGATTA POINT TO ZEEHAN				ZEEHAN TO REGATTA POINT.				
Ab. sea.	Miles.	Stations.	Week Days	Miles.	Stations.	Week Days		
			a.m.				p.m.	
8	—	Regatta Point	DEP.	11.10	—	Zeehan	DEP.	2.5
1½	—	Strahan Wharf	ARR.	11.15	1	Silver Bell	..	2.10
	1	Strahan Wharf	DEP.	11.20	1½	Austral	..	a
4	2	West Strahan	ARR.	11.24	3½	Oceana Junction	..	2.40
			DEP.	11.26	3½	Grieve's	..	a
32	3	Stella	..	a	10½	Eden	..	2.58
34	4½	Bellinger	..	a	12½	Firewood Sliding	..	a
41	8	Beach Road	..	a	16½	Koyule	..	a
54	12½	Henty	..	a	17½	Henty	..	a
61	13½	Koyule	..	a	21½	Beach Road	..	a
87	16½	Firewood Sliding	..	a	25	Bellinger	..	a
				P.M.	26½	Stella	..	a
181	18½	Eden	..	12.30	27½	West Strahan	ARR.	3.08
197	20½	Grieve's	..	a			DEP.	3.53
214	25½	Oceana Junction	..	12.50	28½	Strahan Wharf	ARR.	3.57
234	27½	Austral	..	a			DEP.	4.7
236	28½	Silver Bell	..	1.12	29½	Regatta Point	ARR.	4.12
298	29½	Zeehan	ARR.	1.15				

* Stops to pick up or set down passengers when required.

MOUNT LYELL RAILWAY (PRIVATE LINE.)

REGATTA POINT—QUEENSTOWN.

Ab. sea	Week Days.	Mail.	Goods.	Week Days.	Mail.	Goods.
		a.m.	p.m.		p.m.	a.m.
439	Queenstown, D.	8.0	1.30	Regatta Point, D.	4.30	10.45
—	Regatta Point, A.	10.0	3.30	Queenstown, A.	6.35	12.50

Goods Trains run only when required for goods traffic.

Table with columns: Altitude, Miles from Cairns, Stations, Mixed Mon. only, Mixed Fri. only, Motor Pass. Sat. only, Mixed Tues. and Thurs. See Note., Motor Pass. Tues. and Thurs. See Note., Motor Pass. Sat., Motor Pass. Tues., Feet. The table lists train routes from Cairns to Mungana and Forsayth, including stations like Mareeba, Chillagoe, and Mungana.

For times between Cairns and Mareeba, see page 136. For Fares, see page 140. Enquiry should be made. †Change trains at Mareeba.

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WYALONG CENTRAL—BURCHER.

Table 15.

Table with columns: Height, Distance, STATIONS, Sundays, STATIONS, Tuesdays. The table details the Wyalong Central to Burcher route, listing stations like Wyalong Central, Wamboyna, and Burcher.

For notes a and R, see page 4.

X Change trains.



SOUTH-WESTERN LINE AND TEXAS BRANCH.

BRISBANE TO GOONDIWINDI, DIRRANBANDI, AND TEXAS.

Large table with columns: Miles from Brisbane, Stations, Pass. only, Mail only, Mixed. Tues. and Fri., Mail. Sun. only, †Goods. Mon. only. The table lists routes from Brisbane to Goondiwindi and Dirranbandi, including stations like Roma Street, Ipswich, Toowoomba, and Goondiwindi.

First and Second Class Sleeping Berths will be provided on the following trains:—5.55 p.m. from Roma Street, Sundays; 4.35 p.m. from Roma Street, Wednesdays; 3.45 p.m. from Warwick, Fridays.

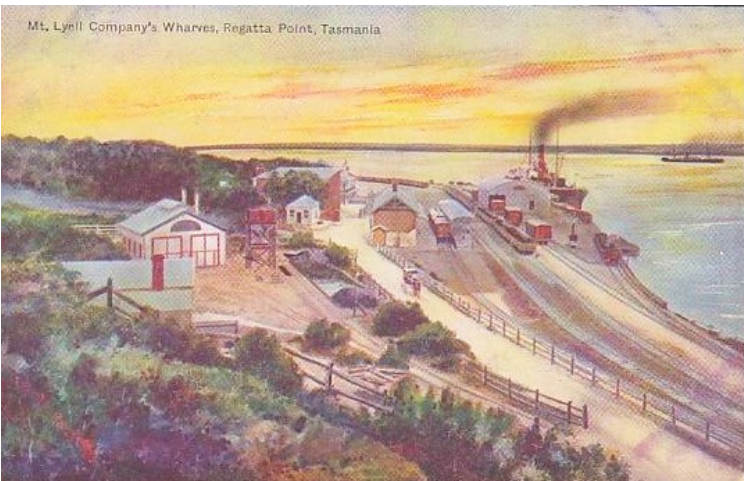
* Passenger Trains Brisbane to Warwick—Change Trains at Warwick.

For times of trains Brisbane to Warwick, see pages 18 to 21.

The times at intermediate stations shown with a letter are the approximate times only.

For Fares, see pages 145 to 154.

For Notes (a, d, &c.), see page 1.



Mt. Lyell Company's Wharves, Regatta Point, Tasmania



Barron Falls Station, Cairns Railway, Queensland