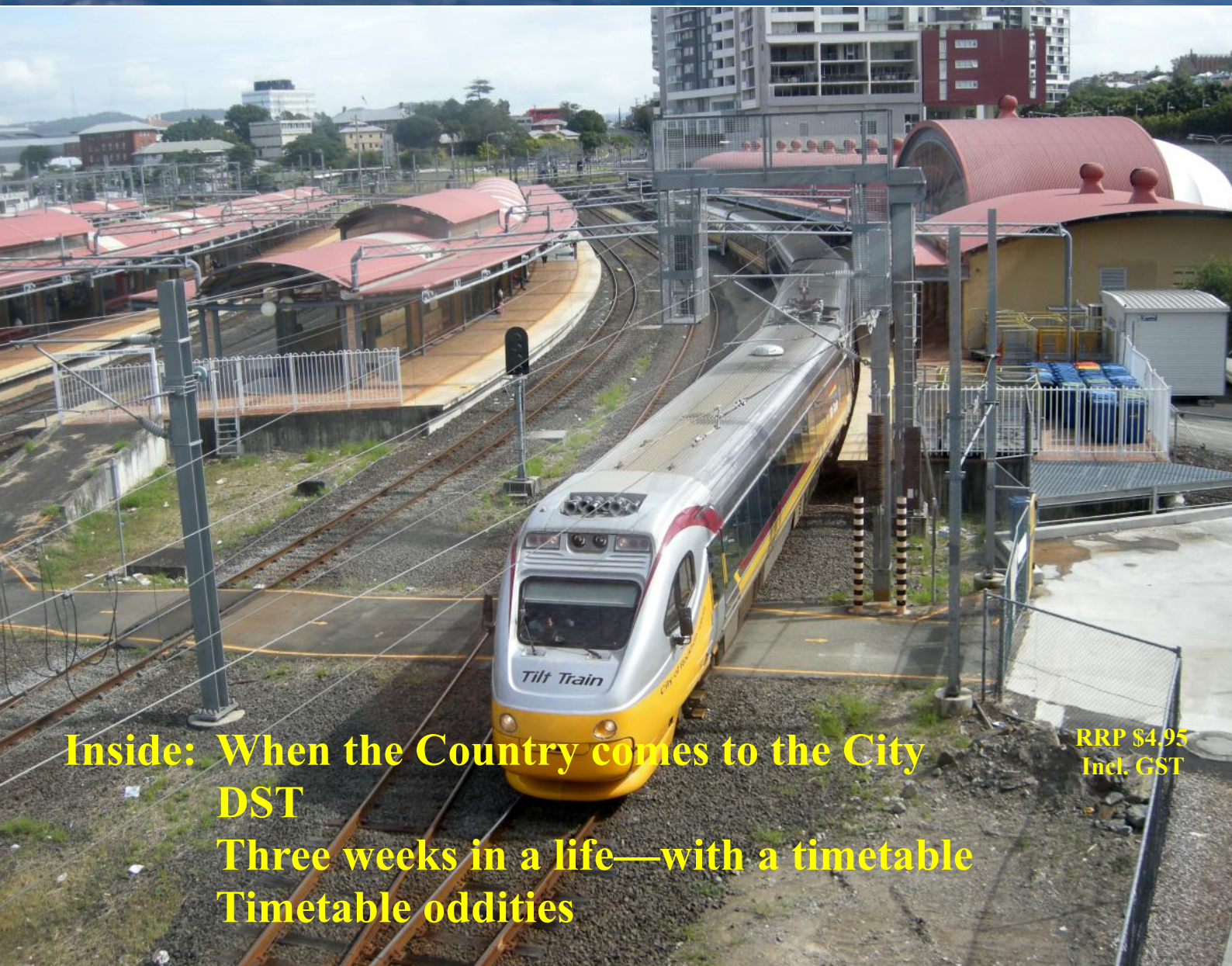


# The Times

October 2016

A journal of transport timetable history and analysis



**Inside: When the Country comes to the City  
DST  
Three weeks in a life—with a timetable  
Timetable oddities**

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## —Contents—

<b>JIM WELLS</b>	<b>WHEN THE COUNTRY COMES TO THE CITY</b>	<b><u>3</u></b>
<b>VICTOR ISAACS</b>	<b>DAYLIGHT SAVING TIME IN AUSTRALIA</b>	<b><u>10</u></b>
<b>DEREK SCRAFTON</b>	<b>THREE WEEKS IN A LIFE- WITH A TIMETABLE</b>	<b><u>13</u></b>
<b>GEOFFREY CLIFTON</b>	<b>ODDITIES FROM THE ARCHIVES</b>	<b><u>14</u></b>



# Railways: Suburban v Country

JIM WELLS

**F**OUNDING FATHER OF THE ATA, Jack McLean, once said of the Ringwood line in Melbourne before the track was amplified: “the stopping trains stop in the stations, the express trains stop between the stations.”

Travel on the VLine morning service from Shepparton to Melbourne and you are scheduled to depart outer suburban Broadmeadows at 7.25 am. But arrival at Southern Cross is at 7.59 am, 34 minutes later. How could this be for a 17 km easy journey with two intermediate stops – an average speed of only 30kmh?

The answer is that preceding this train at Broadmeadows by only three minutes is a suburban train stopping all stations, twelve of them before reaching the CBD. Ah, you say, why not schedule the Shepparton train a few minutes later to give it a clearer run? But there’s a train leaving Broadmeadows (actually starting from there) at 7.29 am, four minutes later. Doesn’t work.

This is a problem that has bedevilled Australian passenger train operation for a long time. Of the capital cities Hobart doesn’t have a problem as there are no trains there. In Adelaide the long distance trains are all on the standard gauge with minimal conflict with the broad gauge suburban trains. This is likely to be fixed soon with grade separation where the Outer Harbour line crosses the standard gauge one as has happened at Goodwood.

In Europe most terminals at the major cities are approached by multi-track layouts typically with fast and slow tracks and generally with grade separation at key junctions and cross overs. Only Sydney gets close to this standard with the six track provision as far as Homebush and grade separation at Illawarra Junction (the dive) and at Strathfield – the Northern Line flyover.

Sydney used to have a situation that the signallers must have been quite frustrated with. This was the passage of the ex Melbourne overnight train(s) before the XPT service that had to weave their way from the suburban line across to the main after Lidcombe during the latter part of the morning peak. The trains were long, so the crossing took some time.

This article summarises briefly the situation on key lines in the eastern state cities of Melbourne, Sydney and Brisbane focus-

		MONDAY – FRIDAY						
Service		TRAIN	TRAIN	TRAIN	TRAIN	COACH	COACH	TRAIN
Service Information		♻	♻	♻	♻	▲	▲	♻
EPSOM STATION	dep				05:58			
Eaglehawk				05:33	—	06:22		
BENDIGO	arr			05:41	06:06	06:30		
BENDIGO	dep		05:07	05:43	06:08	06:32		07:45
Kangaroo Flat			05:11	—	06:12	06:36		07:49
Castlemaine			05:28	06:02	06:29	06:53		08:06
Maltsbury			05:40	—	06:41	—		—
Kyneton	05:18	05:48	—	06:49	07:11	07:21	07:21	08:25
Woodend	05:26	05:56	—	06:57	07:19	07:29	07:29	08:33
Macedon	05:32	06:02	—	07:03	07:25	07:35	—	—
Gisborne	05:36	06:06	06:29	07:07	07:29	07:39	—	08:41
Riddells Creek	05:41	06:11	—	07:12	07:34	07:44	—	—
Clarkefield	05:46	06:16	—	07:17	07:39	07:49	—	—
Sunbury	05:57	06:28	—	—	—	07:58	—	08:58
Watergardens	—	—	—	07:38d	07:56d	—	—	—
Footscray	06:20d	06:50d	07:09d	07:56d	—	—	—	09:18d
SOUTHERN CROSS	arr	06:29	06:59	07:18	08:05	08:23	08:39	09:27

		Monday to Friday																
Wheelchair Accessible Services		am	am	am	am	am	am	am	am	am	am	am	am	am	am			
Morning (am) / Afternoon (pm)		4:48	5:06	-	5:42	-	6:18	-	6:36	-	6:54	-	7:06	-	7:18	-	7:30	7:36
Diggers Rest Station (Diggers Rest)		4:52	5:10	-	5:46	-	6:22	-	6:40	-	6:58	-	7:10	-	7:22	-	7:34	7:40
Watergardens Station (Sydenham)		4:59	5:17	5:35	5:53	6:11	6:29	6:38	6:47	6:56	7:05	7:11	7:17	7:23	7:29	7:35	7:41	7:47
Keller Plains Station (St Albans)		5:02	5:20	5:38	5:56	6:14	6:32	6:41	6:50	6:59	7:08	7:14	7:20	7:26	7:32	7:38	7:44	7:50
St Albans Station (St Albans)		5:05	5:23	5:41	5:59	6:17	6:35	6:44	6:53	7:02	7:11	7:17	7:23	7:29	7:35	7:41	7:47	7:53
Girler Station (St Albans)		5:07	5:25	5:43	6:01	6:19	6:37	6:46	6:55	7:04	7:13	7:19	7:25	7:31	7:37	7:43	7:49	7:55
Alton Station (Sunshine North)		5:10	5:28	5:46	6:04	6:22	6:40	6:49	6:58	7:07	7:16	7:22	7:28	7:34	7:40	7:46	7:52	7:58
Sunshine Station (Sunshine)		5:12	5:30	5:48	6:06	6:24	6:42	6:51	7:00	7:09	7:18	7:24	7:30	7:36	7:42	7:48	7:54	8:00
Tottenham Station (West Footscray)		5:16	5:34	5:52	6:10	6:28	6:46	6:55	7:04	7:13	7:22	7:30	7:38	7:46	7:54	8:02	8:08	8:14
West Footscray Station (West Footscray)		5:18	5:36	5:54	6:12	6:30	6:48	6:57	7:06	7:15	7:24	7:33	7:42	7:51	8:00	8:08	8:16	8:24
Middle Footscray Station (Footscray)		5:20	5:38	5:56	6:14	6:32	6:50	6:59	7:08	7:17	7:26	7:35	7:44	7:53	8:02	8:11	8:20	8:29
Footscray Station (Footscray)		5:22	5:40	5:58	6:16	6:34	6:53	7:02	7:11	7:20	7:28	7:35	7:44	7:53	8:02	8:11	8:20	8:29
North Melbourne Station (West Melbourne)		5:27	5:45	6:03	6:21	6:39	6:58	7:07	7:16	7:25	7:33	7:40	7:45	7:52	7:57	8:04	8:09	8:16
Flagstaff Station (Melbourne City)		5:29	5:47	6:05	6:23	6:41	7:01	7:10	7:19	7:28	7:36	7:43	7:48	7:55	8:00	8:07	8:12	8:19
Melbourne Central Station (Melbourne City)		5:31	5:49	6:07	6:25	6:43	7:03	7:12	7:21	7:30	7:38	7:45	7:50	7:57	8:02	8:09	8:14	8:21
Parliament Station (Melbourne City)		5:33	5:51	6:09	6:27	6:45	7:05	7:14	7:23	7:32	7:40	7:47	7:52	7:59	8:04	8:11	8:16	8:23
Flinders Street Station (Melbourne City)	ARR	5:36	5:54	6:12	6:30	6:48	7:08	7:17	7:26	7:35	7:44	7:50	7:56	8:02	8:08	8:14	8:20	8:26
Flinders Street Station (Melbourne City)	DEP	5:42	5:57	6:15	6:33	6:51	7:08	7:20	7:28	-	7:44	-	7:56	8:02	8:08	8:14	8:20	-
Southern Cross Station (Melbourne City)		5:44	5:59	6:17	6:35	6:53	7:11	7:23	7:29	-	7:47	-	7:59	8:05	8:11	8:17	8:23	-

sing on the morning peak hour.

## Melbourne

Melbourne has benefitted from real relief provided by the opening in 2015 of the Regional Rail Link out to Robinson’s Road Junction on the Ballarat line with a whole new railway running to the south west to the south of Werribee for Geelong line trains. Geelong and Ballarat line trains no longer have to ‘sit behind’ suburban trains for any part of the journey although Ballarat trains have to work in with Bacchus Marsh ones with the added complica-

tion of single line track.

Geelong trains have an eight km longer journey so the benefit for Geelong passengers has been muted.

Bendigo line trains [above] use the Regional Rail Link only from Sunshine so have to mix it with Sunbury suburban trains to that point. In the morning peak these run every twelve minutes but so do trains that start at Wintergardens (Sydenham) so the interval comes down to six minutes from that station. As all trains stop at the four intermediate stations before Sunshine there is little chance longer dis-





## Seymour to Melbourne

				MONDAY – FRIDAY		
Service		TRAIN	TRAIN	TRAIN		
Service Information		♿	♿	SH		
SEYMOUR	dep	05:15	05:50	06:20		
Tallrook		05:21	05:56	06:27		
Broadford		05:31	06:06	06:38		
Kilmore East		05:38	06:13	06:46		
Wandong		05:45	06:20	06:53		
Heathcote Junction		05:47	06:22	06:56		
Wallan		05:52	06:27	07:02		
Donnybrook		06:00	06:35	07:11		
Craigieburn		—	—	—		
Broadmeadows		06:13d	06:48d	07:25d		
Essendon		06:28d	07:05d	07:41d		
North Melbourne		06:38d	07:16d	07:52d		
SOUTHERN CROSS STATION	arr	06:46	07:23	07:59		

Click stop name for stop-specific timetables and further information. Click plus button for more stops.

EARLIER

LATER

Wheelchair Accessible Services >	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿	♿
Day Restriction >														
Morning (am)/Afternoon (pm) >	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Craigieburn Station (Craigieburn)	5:25	5:43	-	6:01	6:10	6:19	6:28	6:37	6:46	6:55	7:07	7:13	-	7:29
Roxburgh Park Station (Roxburgh Park)	5:29	5:47	-	6:05	6:14	6:23	6:32	6:41	6:50	6:59	7:11	7:17	-	7:33
Coolaroo Station (Coolaroo)	5:31	5:49	-	6:07	6:16	6:25	6:34	6:43	6:52	7:01	7:13	7:19	-	7:35
Broadmeadows Station (Broadmeadows)	5:34	5:52	6:01	6:10	6:19	6:28	6:37	6:46	6:55	7:04	7:16	7:22	7:29	7:38
Jacana Station (Glenroy)	5:36	5:54	6:03	6:12	6:21	6:30	6:39	6:48	6:57	7:06	7:18	7:24	7:31	7:40
Glenroy Station (Glenroy)	5:38	5:56	6:05	6:14	6:23	6:32	6:41	6:50	6:59	7:08	7:20	7:26	7:33	7:42
Oak Park Station (Oak Park)	5:40	5:58	6:07	6:16	6:25	6:34	6:43	6:52	7:01	7:10	7:22	7:28	7:35	7:44
Pascoe Vale Station (Pascoe Vale)	5:43	6:01	6:10	6:19	6:28	6:37	6:46	6:55	7:04	7:13	7:25	7:31	7:38	7:47
Strathmore Station (Essendon)	5:45	6:03	6:12	6:21	6:30	6:39	6:48	6:57	7:06	7:15	7:27	7:33	7:40	7:49
Glenbervie Station (Essendon)	5:46	6:04	6:13	6:22	6:31	6:41	6:50	6:59	7:08	7:17	7:29	7:35	7:42	7:51
Essendon Station (Essendon)	5:49	6:07	6:16	6:25	6:34	6:44	6:53	7:02	7:11	7:20	7:32	7:38	7:45	7:54
Moonee Ponds Station (Moonee Ponds)	5:51	6:09	6:18	6:27	6:36	6:46	6:55	7:04	7:13	7:22	7:34	7:40	7:47	7:56
Ascot Vale Station (Ascot Vale)	5:53	6:11	6:20	6:29	6:38	6:48	6:57	7:06	7:15	7:24	7:36	7:42	7:49	7:58
Newmarket Station (Flemington)	5:55	6:13	6:22	6:31	6:40	6:50	6:59	7:08	7:17	7:26	7:38	7:44	7:51	8:00
Kensington Station (Kensington)	5:56	6:14	6:23	6:32	6:41	6:51	7:00	7:09	7:18	7:27	7:39	7:45	7:52	8:01
North Melbourne Station (West Melbourne)	6:00	6:18	6:27	6:36	6:45	6:55	7:04	7:13	7:22	7:31	7:43	7:49	7:58	8:07
Flagstaff Station (Melbourne City)	6:02	6:20	6:29	6:38	6:47	6:58	7:07	7:16	7:25	7:34	7:46	7:52	8:01	8:10
Melbourne Central Station (Melbourne City)	6:04	6:22	6:31	6:40	6:49	7:00	7:09	7:18	7:27	7:36	7:48	7:54	8:03	8:12
Parliament Station (Melbourne City)	6:06	6:24	6:33	6:42	6:51	7:02	7:11	7:20	7:29	7:38	7:50	7:56	8:05	8:14

tance trains will get a clear run.

The situation for [Seymour \(Shepparton\)](#) line trains [above] was discussed in this article's introduction. Worth noting is that the Shepparton train has a very generous seven minute time for the short journey in

from North Melbourne reflecting a recovery component.

An interesting development is the announcement in the 2016 Victorian budget of a commitment to spend \$5 million for a business case for track, signalling and

other infrastructure upgrades between Upfield and Somerton to increase services to and from Seymour.





Services on the Upfield line are currently much less frequent than on the Craigieburn line, every eighteen minutes, so pathing of Seymour line trains would be much easier.

We now come to the biggest problem of all – Gippsland trains coming in from Pakenham on Melbourne’s busiest line, unfortunately with no extra trackage to facilitate

passing operations.

The 6.37 am train from Traralgon leaves Pakenham at 7.40 and gets a clear run to Dandenong. Its departure there at 8.01 is only four minutes behind a service from Pakenham. This, thankfully, does miss a couple of stations before Caulfield, but the country train can expect to be on caution

signals most of the way. Arrival at Flinders Street is at 8.43, 42 minutes for an average speed of 43 km/h for the 30 km journey.

Where this line stands out is the treatment of off peak passengers now that Dandenong has a ten minute service headway. A typical Dandenong—Flinders St time is 40 minutes with three intermediate stops.



Traralgon to Melbourne via Warragul										
Effective date – Monday 21 March 2016										
MONDAY-FRIDAY										
Service no.	8400	8402	8404	8406	8408	8410	8412	8414	8416	8418
Service information	⊕	⊕	⊕	⊕	⊕	★	★	★	★	★
TRAIN/COACH	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
TRARALGON STATION dep	04:36	05:27	05:57	06:37	07:20	07:36	08:03	09:20	10:20	11:20
Morwell Station	04:45	05:35	06:06	06:46	07:29	07:47	08:14	09:29	10:29	11:29
Moe Station	04:55	05:45	06:16	06:56	07:39	07:59	08:26	09:39	10:39	11:39
Trafalgar Station	05:01	—	06:22	—	07:45	—	08:33	09:45	10:45	11:45
Yarragon Station	05:06	—	06:27	—	07:50	—	08:39	09:50	10:50	11:50
Warragul Station	05:14	06:00	06:35	07:11	07:58	08:18	08:48	09:58	10:58	11:58
Drouin	05:19	06:06	06:40	07:17	08:03	08:25	08:55	10:03	11:03	12:03
Longwarry	05:25	—	06:46	—	08:09	—	09:03	10:09	11:09	12:09
Bunyip	05:29	—	06:50	—	08:13	—	09:07	10:13	11:13	12:13
Garfield	05:33	06:16	06:54	07:27	08:17	08:38	09:11	10:17	11:17	12:17
Tynong	05:37	—	06:58	—	08:21	—	09:15	10:21	11:21	12:21
Nar Nar Goon	05:41	—	07:02	—	08:25	—	09:19	10:25	11:25	12:25
Pakenham	05:49	—	07:10	07:40	08:33	08:53	09:25	10:33	11:33	12:33
Berwick	—	—	—	—	08:42d	—	—	—	—	—
Dandenong	06:06d	06:48d	07:35d	08:01d	08:50d	09:09d	09:49d	10:49d	11:49d	12:49d
Clayton	06:19d	07:03d	07:49d	08:15d	09:03d	—	10:02d	11:02d	12:02d	13:02d
Caulfield	06:31d	07:18d	08:04d	08:30d	09:16d	09:36d	10:16d	11:16d	12:16d	13:16d
Richmond	06:39d	07:26d	08:13d	08:39d	09:24d	09:44d	10:24d	11:24d	12:24d	—
MELBOURNE										
[Flinders Street] arr	06:43d	07:30	08:17d	08:43d	09:29	09:48d	10:29d	11:29d	12:29	13:29d
[Southern Cross] arr	06:58	—	08:23	08:48	09:37	09:57	10:37	11:37	12:37	13:37

Pakenham Station (Pakenham)	-	6:46	-	-	-	6:53	-	-	7:00	-	-	-	-	
Cardinia Road Station (Pakenham)	-	6:51	-	-	-	6:58	-	-	7:05	-	-	-	-	
Officer Station (Officer)	-	6:53	-	-	-	7:00	-	-	7:07	-	-	-	-	
Beaconsfield Station (Beaconsfield)	-	6:58	-	-	-	7:05	-	-	7:12	-	-	-	-	
Berwick Station (Berwick)	-	7:00	-	-	-	7:07	-	-	7:14	-	-	-	-	
Narre Warren Station (Narre Warren)	-	7:04	-	-	-	7:11	-	-	7:18	-	-	-	-	
Hallam Station (Hallam)	-	7:08	-	-	-	7:15	-	-	7:22	-	-	-	-	
Dandenong Station (Dandenong)	-	7:10	7:13	-	7:16	-	7:20	7:24	-	7:27	-	7:30	-	
Yarraman Station (Noble Park)	-	7:13		-	7:19	-		7:27	-		-	7:33	-	
Noble Park Station (Noble Park)	-	7:15	7:18	-	7:21	-	7:25	7:29	-	7:32	-	7:35	-	
Sandown Park Station (Springvale)	-	7:18	7:21	-	7:24	-	7:28	7:32	-	7:35	-	7:38	-	
Springvale Station (Springvale)	-	7:20	7:23	-	7:26	-	7:30	7:34	-	7:37	-	7:40	-	
Westall Station (Clayton South)	-	7:22		-	7:28	-		7:36	-		-	7:42	-	
Clayton Station (Clayton)	-	7:25	7:28	-	7:31	-	7:35	7:39	-	7:42	-	7:46	-	
Huntingdale Station (Oakleigh)	-	7:28	7:31	-	7:34	-	7:38	7:42	-	7:45	-	7:49	-	
Oakleigh Station (Oakleigh)	-	7:30	7:33	-	7:36	-	7:40	7:44	-	7:47	-	7:51	-	
Hughesdale Station (Hughesdale)	-	7:32	7:35	-	7:38	-	7:42	7:46	-	7:49	-	7:53	-	
Murrumbeena Station (Murrumbeena)	-	7:34	7:37	-	7:40	-	7:44	7:48	-	7:51	-	7:55	-	
Carnegie Station (Carnegie)	-	7:36	7:39	-	7:42	-	7:46	7:50	-	7:53	-	7:57	-	
Caulfield Station (Caulfield East)	37	7:40	7:43	7:43	7:46	7:47	7:50	7:54	7:54	7:57	7:58	8:01	8:02	8:06
Malvern Station (Malvern)	40			7:46		7:50			7:57		8:01		8:05	8:09
Armadale Station (Armadale)	42			7:48		7:52			7:59		8:03		8:07	8:11
Toorak Station (Armadale)	43			7:49		7:53			8:00		8:04		8:08	8:12
Hawksburn Station (South Yarra)	45			7:51		7:55			8:02		8:06		8:10	8:14
South Yarra Station (South Yarra)	49	7:47	7:50	7:55	7:53	7:59	7:57	8:01	8:06	8:04	8:10	8:08	8:14	8:18
Richmond Station (Richmond)	51	7:50	7:53	7:57	7:56	8:01	8:00	8:04	8:08	8:07	8:12	8:11	8:16	8:20
Parliament Station (Melbourne City)		7:54	7:57	8:02	8:00		8:04	8:08	8:13	8:11		8:15	8:20	
Melbourne Central Station (Melbourne City)		7:56	7:59	8:04	8:02		8:06	8:10	8:15	8:13		8:17	8:22	
Flagstaff Station (Melbourne City)		7:58	8:01	8:06	8:04		8:08	8:12	8:17	8:15		8:19	8:24	
Southern Cross Station (Melbourne City)		8:00	8:03	8:08	8:06		8:10	8:14	8:19	8:17		8:21	8:26	
Flinders Street Station (Melbourne City) ARR	56	8:04	8:07	8:12	8:10	8:05	8:15	8:18	8:23	8:21	8:16	8:25	8:30	8:24
Flinders Street Station (Melbourne City) DEP	-	-	-	-	-	8:09	-	-	-	-	-	-	-	-
Southern Cross Station (Melbourne City)	-	-	-	-	-	8:11	-	-	-	-	-	-	-	-



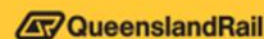






# Varsity Lakes to City-Airport

## inbound



### Monday to Friday

Station	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	
Varsity Lakes			4:10	4:40	5:10	5:40	5:55	6:02	6:10	6:25	6:32	6:40	6:55	7:10	7:25	7:40		8:10	8:40	9:10	9:40	
Robina			4:13	4:43	5:13	5:43	5:58	6:05	6:13	6:28	6:35	6:43	6:58	7:13	7:28	7:43		8:13	8:43	9:13	9:43	
Nerang			4:19	4:49	5:19	5:49	6:04	6:11	6:19	6:34	6:41	6:49	7:04	7:19	7:34	7:49		8:19	8:49	9:19	9:49	
Helensvale			4:24	4:54	5:24	5:54	6:09	6:16	6:24	6:39	6:46	6:54	7:09	7:24	7:39	7:54		8:24	8:54	9:24	9:54	
Coomera			4:30	5:00	5:30	6:00	6:15	6:22	6:30	6:45	6:52	7:00	7:15	7:30	7:45	8:00		8:30	9:00	9:30	10:00	
Ormeau			4:34	5:04	5:34	6:04	6:19	6:26	6:34	6:49	6:56	7:04	7:19	7:34	7:49	8:04		8:34	9:04	9:34	10:04	
Beenleigh			4:41	5:11	5:41	6:11	6:26	6:33	6:41	6:56	7:03	7:11	7:26	7:41	7:56	8:11		8:41	9:11	9:41	10:11	
Loganlea			4:49	5:19	5:49	6:19	6:34	6:41	6:49	7:04	7:11	7:19	7:34	7:49	8:04	8:19		8:49	9:19	9:49	10:19	
Altandi			5:03	5:33	6:03	6:33	6:48	6:55	7:03	7:18	7:25	7:33	7:48	8:03	8:18	8:33		9:03	9:33	10:03	10:33	
Park Road			5:17	5:47	6:17	6:47	7:02	7:09	7:17	7:32	7:39	7:47	8:02	8:17	8:32	8:47		9:17	9:47	10:17	10:47	
South Bank			5:20	5:50	6:20	6:50	7:05	7:12	7:20	7:35	7:42	7:50	8:05	8:20	8:35	8:50		9:20	9:50	10:20	10:50	
South Brisbane		----	5:22	5:52	6:22	6:52	7:07	7:14	7:22	7:37	7:44	7:52	8:07	8:22	8:37	8:52	----	9:22	----	9:52	10:22	10:52
Roma Street	4:27	4:57	5:27	5:57	6:27	6:57	7:12	7:19	7:27	7:42	7:49	7:57	8:12	8:27	8:42	8:57	9:12	9:27	9:42	9:57	10:27	10:57
Central arrive	4:29	4:59	5:29	5:59	6:29	6:59	7:14	7:21	7:29	7:44	7:51	7:59	8:14	8:29	8:44	8:59	9:14	9:29	9:44	9:59	10:29	10:59
Central depart	4:31	5:01	5:31	6:01	6:31	7:01	7:16	7:23	7:31	7:46	7:53	8:01	8:16	8:31	8:46	9:01	9:16	9:31	9:46	10:01	10:31	11:01

track system commences for the run into Brisbane. There is a third track commencing at Petrie which allows the Nambour trains to overtake suburban (ex Caboolture or Petrie) trains before Northgate. From Northgate the Nambour trains stop all stations.

This is surprising, because the traffic density south of Northgate on four tracks is still low as [Shorncliffe trains](#) which join here run only at fifteen minute intervals in the peak.

Late in the peak is the Gympie North train which runs express to Bowen Hills. It saves five stops compared to the Nambour trains which run express from Caboolture for a running time only four minutes less which suggests some degree of preceding train hold up.

With this exception we can conclude that there is no real issue here.

[Gold Coast](#) trains benefit from the third track facility in from Kuraby so they can overtake Beenleigh starters. Peak hour running times are the same as off peak so it appears there are no problems. They stop all stations from Park Rd, the junction with the Cleveland line, so they are operating as ordinary suburban trains.

Of interest is that the [Beenleigh](#) timetable doesn't include Gold Coast services yet the latter serve Beenleigh, Loganlea, and Altandi.

All QR [Long Distance](#) tilt and diesel trains steer well clear of the morning peak but the down Bundaberg tilt train leaves Roma St at 4.55 pm on Mondays and Thursdays, making 55 min non-stop run to Caboolture. Its arrival there is only three minutes after the preceding suburban train so some delay probably occurs.

On the other days the temporary tilt train

replacement leaves at 4.20 pm taking much longer to reach Caboolture – 67 minutes, 12 minutes longer. This is slow, about 46 km/h. It appears to follow a stopping all stations to Petrie service.

One of the greatest boondoggles of passenger train timing occurs at Brisbane (Roma St). This is the arrival and departure of the [Sydney XPT](#) service in the wee small hours, currently 4.53 am and 5.55 am, but an hour earlier during daylight saving time. Previously the timings were around 7 to 8 am; the change was solely to avoid conflict with suburban trains on the dual gauge section crossing the Merivale bridge.

What is sometimes lost sight of here is the impact on connecting at [Casino coach](#) services. The Surfers Paradise departure is at 5 am and there's a service leaving Tweed Heads at 4.25 am.



# Shorncliffe to City

## inbound



### Monday to Friday

Station	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am		
Shorncliffe		5:09		5:39	5:54	6:09	6:24	6:39	6:54	7:09	7:24	7:39	7:54	8:09	8:24	8:39	8:54	9:09	9:39	10:09	10:39			
Sandgate		5:11		5:41	5:56	6:11	6:26	6:41	6:56	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56	9:11	9:41	10:11	10:41			
Deagon		5:13		5:43	5:58	6:13	6:28	6:43	6:58	7:13	7:28	7:43	7:58	8:13	8:28	8:43	8:58	9:13	9:43	10:13	10:43			
North Boondall		5:15		5:45	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:45	10:15	10:45			
Boondall		5:17		5:47	6:02	6:17	6:32	6:47	7:02	7:17	7:32	7:47	8:02	8:17	8:32	8:47	9:02	9:17	9:47	10:17	10:47			
Nudgee		5:20		5:50	6:05	6:20	6:35	6:50	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:50	10:20	10:50			
Banyo		5:22		5:52	6:07	6:22	6:37	6:52	7:07	7:22	7:37	7:52	8:07	8:22	8:37	8:52	9:07	9:22	9:52	10:22	10:52			
Bindha	----	5:24	----	5:54	6:09	6:24	6:39	6:54	7:09	7:24	7:39	7:54	8:09	8:24	8:39	8:54	9:09	9:24	----	9:54	----	10:54	----	
Northgate	5:12	5:27	5:42	5:57	6:12	6:27	6:42	6:57	7:12	7:27	7:42	7:57	8:12	8:27	8:42	8:57	9:12	9:27	9:42	9:57	10:12	10:27	10:42	10:57
Nundah	5:14	5:29	5:44	5:59	6:14	6:29	6:44	6:59	7:14	7:29	7:44	7:59	8:14	8:29	8:44	8:59	9:14	9:29	9:44	9:59	10:14	10:29	10:44	10:59
Toombul	5:16	5:31	5:46	6:01	6:16	6:31	6:46	7:01	7:16	7:31	7:46	8:01	8:16	8:31	8:46	9:01	9:16	9:31	9:46	10:01	10:16	10:31	10:46	11:01
Eagle Junction	5:18	5:33	5:48	6:03	6:18	6:33	6:48	7:03	7:18	7:33	7:48	8:03	8:18	8:33	8:48	9:03	9:18	9:33	9:48	10:03	10:18	10:33	10:48	11:03
Wooloowin	5:20	5:35	5:50	6:05	6:20	6:35	6:50	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05
Albion	5:22	5:37	5:52	6:07	6:22	6:37	6:52	7:07	7:22	7:37	7:52	8:07	8:22	8:37	8:52	9:07	9:22	9:37	9:52	10:07	10:22	10:37	10:52	11:07
Bowen Hills	5:26	5:41	5:56	6:11	6:26	6:41	6:56	7:11	7:26	7:41	7:56	8:11	8:26	8:41	8:56	9:11	9:26	9:41	9:56	10:11	10:26	10:41	10:56	11:11
Fortitude Valley	5:28	5:43	5:58	6:13	6:28	6:43	6:58	7:13	7:28	7:43	7:58	8:13	8:28	8:43	8:58	9:13	9:28	9:43	9:58	10:13	10:28	10:43	10:58	11:13
Central arrive	5:31	5:46	6:01	6:16	6:31	6:46	7:01	7:16	7:31	7:46	8:01	8:16	8:31	8:46	9:01	9:16	9:31	9:46	10:01	10:16	10:31	10:46	11:01	11:16
Central depart	5:32	5:47	6:02	6:17	6:32	6:47	7:02	7:17	7:32	7:47	8:02	8:17	8:32	8:47	9:02	9:17	9:32	9:47	10:02	10:17	10:32	10:47	11:02	11:17
Roma Street	5:35	5:50	6:05	6:20	6:35	6:50	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20
South Brisbane	5:40	5:55	6:10	6:25	6:40	6:55	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25
South Bank	5:42	5:57	6:12	6:27	6:42	6:57	7:12	7:27	7:42	7:57	8:12	8:27	8:42	8:57	9:12	9:27	9:42	9:57	10:12	10:27	10:42	10:57	11:12	11:27
Park Road	5:45	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30
Continues to	IMNY	CVN	CVN	CVN	CVN	CVN	CVN	CVN	CVN	CVN	CNQ	CVN	CNQ	CVN	CNQ	CVN	CNQ	CVN	CNQ	CVN	CNQ	CVN	CNQ	

## Brisbane to Longreach Westbound



Departing	Tue	Sat
Brisbane (Roma St)	6.10 pm	1.55 pm
Caboolture	7.10 pm	3.01 pm
Nambour	8.23 pm	4.23 pm
Cooroy *	8.49 pm	4.49 pm
Gympie North arrive	9.35 pm	5.35 pm
Gympie North	9.45 pm	5.45 pm
Maryborough West	11.05 pm	7.05 pm
	Wed	
Bundaberg	12.13 am	8.36 pm
Miriam Vale *	1.44 am	10.07 pm
Gladstone arrive	2.36 am	10.59 pm
Gladstone	2.46 am	11.09 pm
Mount Larcom *	3.19 am	11.42 pm
	Sun	
Rockhampton arrive	4.20 am	12.43 am
Rockhampton	4.40 am	1.03 am
Duarina *	6.29 am	2.52 am
Bluff *	7.30 am	3.53 am
Blackwater *	7.50 am	4.13 am
Emerald	9.30 am	5.52 am
Anakie *	10.25 am	6.47 am
Alpha * arrive	1.25 pm	9.47 am
Alpha *	1.45 pm	10.07 am
Jericho *	2.54 pm	11.16 am
Barcaldine * arrive	4.30 pm	12.51 pm
Barcaldine *	4.50 pm	1.11 pm
Ilfracombe*	6.28 pm	2.49 pm
Longreach arrive	7.15 pm	3.35 pm
Arriving	Wed	Sun

## Longreach to Brisbane Eastbound



Departing	Mon & Thu
Longreach	10.00 am
Ilfracombe *	10.32 am
Barcaldine * arrive	12.07 pm
Barcaldine *	12.27 pm
Jericho *	2.03 pm
Alpha * arrive	3.08 pm
Alpha *	3.18 pm
Anakie *	6.30 pm
Emerald	7.23 pm
Blackwater*	9.05 pm
Bluff *	9.24 pm
Duarina *	10.30 pm
	Tue & Fri
Rockhampton arrive	12.12 am
Rockhampton	12.32 am
Mt Larcom *	1.45 am
Gladstone arrive	2.45 am
Gladstone	2.55 am
Miriam Vale *	3.48 am
Bundaberg	5.26 am
Maryborough West	6.35 am
Gympie North arrive	8.01 am
Gympie North	8.11 am
Cooroy *	8.56 am
Nambour	9.25 am
Caboolture	10.43 am
Brisbane (Roma St) arrive	12.00 pm
Arriving	Tue & Fri

\* Is a station that will only be stopped at if reservations have been pre-booked

## Brisbane to Cairns Northbound



Departing	Mon, Tues, Wed, Fri & Sat
Brisbane (Roma St)	3.45 pm
Caboolture	4.34 pm
Nambour	5.31 pm
Cooroy *	5.54 pm
Gympie North	6.28 pm
Maryborough West	7.28 pm
Bundaberg	8.19 pm
Miriam Vale *	9.27 pm
Gladstone	10.07 pm
Mt Larcom *	10.34 pm
Rockhampton arrive	11.31 pm
Rockhampton	11.41 pm
	Tue, Wed, Thu, Sat & Sun
St Lawrence *	2.00 am
Carmila *	2.37 am
Sarina *	3.30 am
Mackay arrive	4.04 am
Mackay	4.24 am
Proserpine arrive	5.52 am
Proserpine	6.02 am
Bowen *	6.39 am
Home Hill *	7.45 am
Ayr	7.59 am
Giru *	8.24 am
Townsville arrive	9.02 am
Townsville	9.12 am
Ingham *	10.45 am
Cardwell *	11.52 am
Tully * arrive	12.44 pm
Tully *	12.54 pm
Innisfail	1.43 pm
Babinda *	2.20 pm
Gordonvale *	3.16 pm
Cairns arrive	4.05 pm
Arriving	Tue, Wed, Thu, Sat & Sun

## Cairns to Brisbane Southbound



Departing	Mon, Wed, Thu, Fri, & Sun
Cairns	9.00 am
Gordonvale *	9.26 am
Babinda *	10.10 am
Innisfail	10.43 am
Tully * arrive	11.40 am
Tully *	11.50 am
Cardwell *	12.42 pm
Ingham *	1.31 pm
Townsville arrive	3.09 pm
Townsville	3.19 pm
Giru *	3.56 pm
Ayr	4.22 pm
Home Hill *	4.36 pm
Bowen *	5.42 pm
Proserpine arrive	6.20 pm
Proserpine	6.30 pm
Mackay arrive	7.55 pm
Mackay	8.15 pm
Sarina *	8.46 pm
Carmila *	9.34 pm
St Lawrence *	10.09 pm
	Tue, Thu, Fri, Sat, & Mon
Rockhampton arrive	1.00 am
Rockhampton	1.10 am
Mt Larcom *	1.57 am
Gladstone	2.25 am
Miriam Vale *	3.03 am
Bundaberg	4.03 am
Maryborough West	4.57 am
Gympie North	6.09 am
Cooroy *	6.42 am
Nambour	7.05 am
Caboolture	8.24 am
Brisbane (Roma St) arrive	9.20 am
Arriving	Tue, Thu, Fri, Sat & Mon

\* Is a station that will only be stopped at if reservations have been pre-booked

RailBus coach connections

RailBus coach connections



### Brisbane to Rockhampton Northbound



Departing	Mon	Tues	Thurs	Fri	Sat	Sun
Brisbane (Roma St)	11.00am	11.00am	11.00am	11.00am	11.00am	11.00am
Caboolture	11.58am	11.43am	11.58am	11.43am	12.07pm	11.43am
Landsborough*	12.34pm	12.04pm	12.34pm	12.04pm	12.53pm	12.04pm
Nambour	1.13pm	12.32pm	1.13pm	12.32pm	1.31pm	12.32pm
Cooroy*	1.39pm	12.57pm	1.39pm	12.57pm	1.57pm	12.57pm
Gympie North	2.43pm	1.39pm	2.43pm	1.39pm	2.43pm	1.39pm
Maryborough West	4.06pm	2.38pm	4.06pm	2.38pm	4.06pm	2.38pm
Howard*	4.32pm	2.56pm	4.32pm	2.56pm	4.32pm	2.56pm
Bundaberg	5.19pm	3.29pm	5.19pm	3.29pm	5.19pm	3.29pm
Miriam Vale*	6.51pm	4.33pm	6.51pm	4.33pm	6.51pm	4.33pm
Gladstone	7.43pm	5.10pm	7.43pm	5.10pm	7.43pm	5.10pm
Mount Larcom*	8.19pm	5.38pm	8.19pm	5.38pm	8.19pm	5.38pm
Rockhampton arrive	9.25pm	6.45pm	9.25pm	6.45pm	9.25pm	6.45pm
Arriving	Mon	Tues	Thurs	Fri	Sat	Sun

### Rockhampton to Brisbane Southbound



Departing	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Rockhampton	7.10am	7.30am	7.30am	7.10am	7.30am	7.10am	7.30am
Mount Larcom*	7.58am	8.26am	8.26am	7.58am	8.26am	7.58am	8.26am
Gladstone	8.25am	9.01am	9.01am	8.25am	9.01am	8.25am	9.01am
Miriam Vale*	9.05am	9.57am	9.57am	9.05am	9.57am	9.05am	9.57am
Bundaberg	10.04am	11.22am	11.22am	10.04am	11.22am	10.04am	11.22am
Howard*	10.41am	12.14pm	12.14pm	10.41am	12.14pm	10.41am	12.14pm
Maryborough West	10.57am	12.36pm	12.36pm	10.57am	12.36pm	10.57am	12.36pm
Gympie North	12.02pm	2.09pm	2.09pm	12.02pm	2.09pm	12.02pm	2.09pm
Cooroy*	12.36pm	2.57pm	2.57pm	12.36pm	2.57pm	12.36pm	3.00pm
Nambour	12.54pm	3.26pm	3.26pm	12.54pm	3.26pm	12.54pm	3.29pm
Landsborough*	1.18pm	4.09pm	4.09pm	1.18pm	4.09pm	1.18pm	4.12pm
Caboolture	1.43pm	4.42pm	4.42pm	1.43pm	4.42pm	1.43pm	4.45pm
Brisbane (Roma St) arrive	2.55pm	5.50pm	5.50pm	2.55pm	5.50pm	2.55pm	5.50pm
Arriving	Mon	Tues	Wed	Thurs	Fri	Sat	Sun

### Brisbane to Bundaberg Northbound

Departing	Mon	Tues	Wed	Thurs	Fri	Sun
Brisbane (Roma St)	4.55pm	4.20pm	4.20pm	4.55pm	4.20pm	4.20pm
Caboolture	5.50pm	5.27pm	5.27pm	5.50pm	5.27pm	5.27pm
Landsborough*	6.14pm	6.13pm	6.13pm	6.14pm	6.13pm	6.10pm
Nambour	6.38pm	6.42pm	6.42pm	6.38pm	6.42pm	6.42pm
Cooroy*	6.58pm	7.08pm	7.08pm	6.58pm	7.08pm	7.08pm
Gympie North	7.29pm	7.54pm	7.54pm	7.29pm	7.54pm	7.54pm
Maryborough West	8.28pm	9.17pm	9.17pm	8.28pm	9.17pm	9.17pm
Howard*	8.46pm	9.43pm	9.43pm	8.46pm	9.43pm	9.43pm
Bundaberg arrive	9.25pm	10.30pm	10.30pm	9.25pm	10.30pm	10.30pm
Arriving	Mon	Tues	Wed	Thurs	Fri	Sun

### Bundaberg to Brisbane Southbound

Departing	Mon	Tues	Thurs	Fri	Sat
Bundaberg	5.15am	5.15am	5.15am	5.15am	5.15am
Howard*	6.02am	5.46am	6.02am	5.46am	6.02am
Maryborough West	6.23am	6.01am	6.23am	6.01am	6.23am
Gympie North	7.48am	7.01am	7.48am	7.01am	7.48am
Cooroy*	8.37am	7.37am	8.37am	7.37am	8.37am
Nambour arrive	9.06am	-	9.06am	-	9.06am
Nambour	9.18am	7.57am	9.18am	7.57am	9.18am
Landsborough* arrive	-	8.21am	-	8.21am	-
Landsborough*	9.52am	8.32am	9.52am	8.32am	9.52am
Caboolture	10.26am	8.57am	10.26am	8.57am	10.26am
Brisbane (Roma St)	11.40am	9.50am	11.40am	9.50am	11.40am
Arriving	Mon	Tues	Thurs	Fri	Sat

### Brisbane to Charleville Westbound



Departing	Tue & Thu
Brisbane (Roma St)	7.15 pm
Corinda*	7.45 pm
Ipswich	8.13 pm
Rosewood*	8.32 pm
Laidley*	9.02 pm
Gatton*	9.14 pm
Helidon*	9.30 pm
Toowoomba arrive	11.05 pm
Toowoomba	11.25 pm
Wed & Fri	
Oakey*	12.10 am
Dalby*	1.17 am
Chinchilla	2.35 am
Miles*	3.25 am
Yuleba*	4.57 am
Wallumbilla*	5.20 am
Roma arrive	6.05 am
Roma	6.15 am
Mitchell* arrive	7.55 am
Mitchell*	8.05 am
Morven*	9.55 am
Charleville arrive	11.45 am
Arriving	Wed & Fri

\* Services will not set down or pick up at Wallumbilla station. Contact Queensland Rail Travel for transfer options.

### Charleville to Brisbane Eastbound



Departing	Wed & Fri
Charleville	6.15 pm
Morven*	7.55 pm
Mitchell*	9.45 pm
Roma arrive	11.25 pm
Roma	11.35 pm
Thu & Sat	
Wallumbilla*	12.20 am
Yuleba*	12.40 am
Miles*	2.10 am
Chinchilla arrive	3.05 am
Chinchilla	3.15 am
Dalby*	4.47 am
Oakey*	5.55 am
Toowoomba arrive	6.50 am
Toowoomba	7.00 am
Helidon*	8.40 am
Gatton*	9.00 am
Laidley*	9.15 am
Rosewood*	9.50 am
Ipswich	10.12 am
Corinda*	10.50 am
Brisbane (Roma St) arrive	11.25 am
Arriving	Thu & Sat

\* Is a station that will only be stopped at if reservations have been pre-booked



# Daylight Saving Time in Australia

Why do the clocks change twice a year in Australia? Here is a history of Daylight Saving in Australia by **VICTOR ISAACS**.



**T**HE IDEA OF DAYLIGHT SAVING, that is, that clocks be advanced one hour in summer so as to take the greatest advantage of daylight hours, is often attributed to Benjamin Franklin. This attribution is wrong. What Franklin said was that if people wanted to take the greatest advantage of daylight, they should just get out of bed earlier in summer. In the late nineteenth century, a New Zealand entomologist, [George Hudson](#), first came up with the idea. He proposed the summer advancement of clocks by two hours. However, he did not take measures to publicise his idea. The real originator of Daylight Saving was William Willett. All hail William Willett! A great benefactor of mankind!

[William Willett](#) (1856-1916, above) was a successful builder in England. He was successful because he built good quality housing. In fact “Willett built” become a synonym for quality building. Willett liked horse riding. He was continually hearing people complaining that they did not have enough daylight to do what they wanted to. Yet, on his early morning horse rides, he observed almost every house with blinds tightly closed even though there was full morning daylight. Thinking about this, he concluded the solution was to advance clocks in summer. His idea was that, in the first weekend of April (the northern spring), clocks should be advanced twenty minutes; the next weekend another twenty minutes, and so on, until clocks had

been advanced by eighty minutes. Then in September, the northern autumn, every weekend for four successive weekends, clocks would be retarded by twenty minutes to bring them back to standard time. Of course, the scheme adopted was simplified from this. Willett, being well-off, not just thought of the scheme, but was able to finance publication of a pamphlet in 1907 entitled “The Waste of Daylight”. Then he lobbied influential people. He gained the support of a number of MPs, including the young Home Secretary Winston Churchill. Legislation was introduced into the British Parliament, but did not succeed.

The first place in the world to adopt Daylight Saving was the city of Port Arthur (now Thunder Bay), Ontario, Canada in 1907, followed by Regina in Saskatchewan, Canada, in 1914.

War! Cognisant of the necessity to make the best use of resources during war, it was the enemy, both Germany and Austria-Hungary, that were the first countries to adopt Daylight Saving during the Great War. Following that, most continental European countries followed. Then Britain finally acted. Britain adopted Daylight Saving for the first time in the summer of 1916. That prompted Australia, too, to act to conserve resources. Under the defence power, the Federal Government mandated Daylight Saving for the summer of 1916-17. However, weirdly, it did not come into effect in Australia until 1 January 1917, that is, after the longest days had passed. It lasted until late March 1917. It was not adopted again in Australia during WW1. Daylight Saving returned to Australia during World War 2. It was adopted again from the summer of 1941-42, but again weirdly only from 1 January 1942. But then it was adopted properly, for the full summer period for 1942-43 and 1943-44 – in the last of these summers not in WA. Prime Minister John Curtin estimated it saved Australia at least 10,000 tons of coal per annum. After 1944 the idea was dropped.

The benefits of Daylight Saving are always reckoned to be greater the further the distance from the equator. This is because the hours of daylight vary more, and hence the benefits are more. In contrast, near the equator, there is little variation and so less benefit with Daylight Saving.

In Tasmania, the benefits of Daylight Saving were advanced by State Parliamentarian John Steer (above right). All hail John



Steer! [John Steer](#), born in 1919 at Franklin, southern Tasmania, had worked as a bank officer. In WWII at the battle of El Alamein, he lost a leg. This did not deter him from a full life in business after the war. He was elected to the House of Assembly as a member for Bass in 1950 and served until 1961. He was re-elected in 1964 and served until his death in 1968. He first introduced a Bill for Daylight Saving into the Tasmanian Parliament in 1957, but it ran into the usual stupid opposition from the troglodytes. In 1967, Tasmania, heavily dependent upon hydro-electricity, was suffering from its worst ever drought since European settlement began. Water storage was less than 20% capacity. Power rationing was being considered. The State Government therefore decided to introduce Daylight Saving to save energy. This prevailed in Tasmania from 1 October 1967, except on King Island to the west. It also applied for each following summer. Visitors from Australia’s North Island were mightily impressed by the Tasmanian’s intelligent use of daylight. Hence, from the summer of 1971-72 Daylight Saving was introduced also in Queensland, NSW, ACT, Victoria, and SA. The following and subsequent summers Queensland dropped out. For the summer of 1974-75 Western Australia came in. Then WA had a referendum [8 March 1975] to decide whether Daylight Saving would be retained there. The result was 53.7% vote for *No*. On the other hand, New South Wales also voted [1



## STATE REFERENDA ON DAYLIGHT SAVING

DATE	STATE	RESULT
8.3.1975	Western Australia	No 53.7%
1.5.1976	New South Wales	Yes 68.4%
6.11.1982	South Australia	Yes 71.6%
7.4.1984	Western Australia	No 54.4%
22.2.1992	Queensland	No 54.5%
4.4.1992	Western Australia	No 53.1%
16.5.2009	Western Australia	No 54.6%

May 1976]. These wise people voted to retain it by a vote of 68.4% **Yes**. South Australia also voted [6 Nov 1982]. South Australians are very smart – they voted **Yes** by a large 71.6%.

The summer of 1981-82 was weird. NSW was then suffering from an energy shortage. Hence, NSW extended Daylight Saving until early April. For a month, NSW and Victoria were on different time zones. The Australian Capital Territory had no choice but to follow NSW. WA came back again for one summer in 1983-84. Then WA voted again about Daylight Saving. This time the result was 54.4% **No**.

Queensland came back to try Daylight Saving again for three summers, commencing 1989. Then they voted on the idea [22 February 1992]. They voted **No** – 54.5%. Since then there have been persistent calls in the heavily populated and mostly urban south-east of the state to adopt Daylight Saving, even to the extent of having a Daylight Saving Party contest the 2009 State election. But State Governments have refused to countenance the idea of dividing the State into two time zones. I cannot understand why. Disadvantages are easily overcome. NSW is already divided into three time zones – Lord Howe Island, the mainland, and Broken Hill. Even in the US, ultra-conservative in many social matters, 11 out of 48 of the mainland states divide themselves into two time zones. (And 5 of the 10 Canadian provinces).

The border between Queensland and NSW along the coast is, of course, across the continuous urban strip of the Gold Coast. In summer, this urban area is divided into two time zones. The radio stations have to continually give two time calls. All activities must specify if they are starting at Queensland or NSW time. Part of the border is along Boundary St. The time on one side of this street is one hour different to the time on the other side of the street.

WA again experimented with Daylight

Saving in the 1991-92 summer. Then they voted for a third time [4 April 1992] – again **No**, 53.1%. Come the summer of 2008-09 and WA tried Daylight Saving again, and then again voted on the idea – for the fourth time! Once again, they voted **No**, by the biggest margin yet – 54.6%, but perhaps part of this was because the voters were getting tired of being asked repeatedly.

Daylight Saving has never been a controversial issue in the most southerly states, Victoria and Tasmania. Hence, they have never held referenda on the subject.

From 1993 Tasmania adopted Daylight Saving earlier than the other south-eastern states, in early October.

Whatever you might think of John Howard, we must thank him for two things – sensible gun control laws and bringing sense to Daylight Saving dates. Probably it was because he lived in Sydney, at the eastern edge of the time zone, he must have wondered why Daylight Saving came in so late in every year, and why therefore he was always being woken up by the broad daylight and the birds' songs in early October. He arranged for the Council of Australian Governments to discuss the subject, and all affected jurisdictions agreed that Daylight Saving should start earlier than hitherto, now in early October, and last longer, until early April. Actually, I think that Daylight Saving still starts too late in the year, but only by two weeks, and I think it also goes on for two weeks too long. In fact, we don't need to set these dates at all. Nature does it for us admirably. My view is that Daylight Saving should start on the weekend closest to the Spring equinox, 22 September, and end on the weekend closest to the Autumn equinox, 22 March.

The Australian external territory of Norfolk Island adopted Daylight Saving for the summer of 1974-75, but never again. It is probably too far north for Daylight Saving to be of much benefit. In October 2015,

Norfolk Island, however, changed its standard time. It moved its time 30 minutes back. It used to be one and a half hours different from Eastern Australia, now it is just one hour different. Because Norfolk Island does not now adopt Daylight Saving time, this means that for six months of the year Norfolk Island and SE Australia are now, in fact, on the same time during summer. Or as the Norfolk Islanders like to put it, for six months of the year most Australians adopt Norfolk time.

Here is an oddity. Between the Central and Western time zones, there is a difference of one and a half hours. This is more than the usual one hour difference between adjoining time zones around the world. In summer, this time difference becomes two and a half hours. But it is more complicated than this. To attempt to straddle this difference, on the Indian Pacific east-west passenger train, Great Southern Rail (and before them Australian National Railways and Commonwealth Railways) operate something they call "Railway time", for such things as arranging the times of meals in the restaurant carriage and other social activities. So, presumably, the locomotive at the front of the train is operating on legal Central or Western time, and the carriages behind are operating on this made-up Railway time. Similarly, across the Eyre Highway between SA and WA the local, isolated roadhouses run on their own time which is in between Central and Western time, which they call Nullarbor time.

What happens to overnight trains in Australia on the time change dates? When Daylight Saving commences at 0200 on a Spring weekend, an hour is lost during the night and all trains suddenly become one hour late. When Daylight Saving ends at 0200 on an Autumn weekend there is an extra hour during the night and suddenly all trains are one hour early. This does not matter much for freight trains. For passenger trains, it is more consequential. In the past, occasionally, passenger trains were scheduled to sit still for an hour, but more usually, they ran early and that is what happens now. Of course, there were usually fewer overnight passenger trains on Saturday nights than on other nights. Indeed, it is precisely because there is less economic activity on weekends that it is then that the time changes occur. The time change is now far less of a problem than it used to be, because there are now few passenger trains that operate overnight on Saturday nights / Sunday mornings. The only ones in current timetables are NSW Train-Link's Sydney-Melbourne, Melbourne-Sydney, Sydney-Brisbane and Casino-Sydney trains. Because all these long



distance overnight passenger trains require reservations in advance, it is unlikely that passengers would be inconvenienced on this one morning each year.

The first page of ARTC's Train Alteration Advice 0267-2016 showing alterations on the Sydney-Melbourne mainline on Sunday 3 April 2016 when Daylight Saving ended in SE Australia. All the trains suddenly become one hour earlier than normal when the time changed from 0300 to 0200 at the end of Daylight Saving. In particular, note that train ST21, NSW TrainLink's southbound overnight train, ran one hour early following the time change at 0200 all the way from The Rock to Melbourne. Similarly, ST22, the northbound overnight passenger train, ran one hour early after 0200 from Yass Junction onwards.

Considering that the difference between SA and the main centres of Australia is only half an hour, from time to time some South Australians have queried why bother at all—why not move SA into the Eastern time zone? In 1986 there was a serious proposal therefore to change SA to being in the Eastern zone. And again, in early 2016, the Premier of SA, Jay Weatherill, raised this proposal again. He pushed it strongly, but he was overborne by opponents of this change.

This final section is slightly off topic, not being about Australia, but it is so good, I couldn't resist including it. In the United States, decisions about whether to adopt Daylight Saving Time or not, and the start date, and the finish date, used to be matters not for the States – and there are plenty of them – but even further down the government chain. These decisions were made by each individual municipality. In the 1950s and 60s this got completely out of hand.

In April 1950, for example, the tiny Illinois town of Minonk announced that Daylight Saving would commence on 23 April; but all of its neighbours and indeed the rest of US announced 30 April. For a week the 2,500 citizens of Minonk were on Daylight Saving, while all the rest of the US was not. In Nashville, Tennessee, Daylight Saving was observed by the TV stations, some institutions, some businesses and not others. One local newspaper supported Daylight Saving and placed the clock on its building on Daylight Saving. The other local newspaper opposed it and kept its clock on Standard Time. One year in the twin cities of Minneapolis-St Paul, one city started Daylight Saving on 9 May, and the other city on 23 May. One court official was asked by a newspaper which time he would adopt. He said, "I'm just going to lunch when I'm hungry". Sometimes Boston, New York and Philadelphia were on a different time to Baltimore and Washington DC. A bus route from Steubenville, Ohio, to Moundsville, West Virginia, was only 35 miles and took one hour. However,

**ARTC**

**TRAIN ALTERATION ADVICE**

**No: 0267-2016 Amendment 1**

**Southern/Northern Program Areas**

**Passenger and Freight Alterations for Daylight Savings**

**Sunday 3<sup>rd</sup> April 2016**

**The following timetables will apply:**

**Southern Program Area**

6BM7 on Fri 01/04/2016 will run as tabled to arrive Avenel 0302 (Sun 03/04/2016), depart 0202, pass Seymour Loop 0212, Somerton Loop 0309, Tottenham 0329, arrive North Dymon 0344 terminate

ST21 on Sat 02/04/2016 will run as tabled to arrive The Rock 0305 (Sun 03/04/2016), depart 0206, pass Yarong Creek North 0211, arrive Huntly 0221 depart 0222, arrive Colcaim 0232 depart 0233, arrive Albury 0303 depart 0307, arrive Wangaratta 0345 depart 0347, arrive Benalla Platform 0409 depart 0411, pass Seymour Loop 0501, arrive Seymour Platform 0505 depart 0507, pass Somerton Loop 0545, arrive Broadmeadows 0551 depart 0553, pass Tottenham 0607, arrive Southern Cross Station 0625 terminate.

6BM4 on Fri 01/04/2016 will run as tabled to arrive Table Top 0259 (Sun 03/04/2016), depart 0159, pass Seymour Loop 0437, Somerton Loop 0534, Tottenham 0554, arrive South Dymon Yard 0617 terminate.

1MW2 on Sun 03/04/2016 will depart Canal Siding 0600, pass Tottenham 0620, Somerton Loop 0641, Seymour Loop 0739, Albury 1022, arrive Ettamogah 1034 depart 1130, thence as tabled.

ST22 on Sat 02/04/2016 will run as tabled to arrive Yass Jct 0306 (Sun 03/04/2016), depart C207, pass Jerawa 0322, Gunning 0236, Fish River 0241, Joppa Junction 0306, arrive Goulburn 0318 depart 0318, arrive Moss Vale 0405 depart 0407, pass Macarthur 0511, thence as tabled by Sydney Trains.

SN20 on Sun 03/04/2016 will depart Moss Vale 0420, arrive Burradon 0424 depart 0425, arrive Bowral 0426 depart 0429, arrive Mittagong 0433 depart 0434, arrive Yerrinbool 0445 depart 0446, arrive Bargo 0455 depart 0456, arrive Tahmoor 0502 depart 0503, arrive Picton 0511 depart 0512, arrive Douglas Park 0520 depart 0521, arrive Manangte 0526 depart 0527, arrive Manangte Park 0529 depart 0530, arrive Macarthur 0535 depart 0538, thence as tabled by Sydney Trains.

7SM5 on Sat 02/04/2016 will run as tabled to arrive Goulburn 0301 (Sun 03/04/2016), depart 0201, pass Joppa Junction 0208, Yass Jct 0329, Harden 0437, Coorambundra 0522, arrive Junee 0613 depart 0618, pass Yarong Creek North 0723, Albury 0833, Seymour Loop 1117, arrive Somerton Loop 1221 depart 1240, pass Tottenham 1302, arrive Melbourne Operations Terminal 1325 terminate.

7MB7 on Sat 02/04/2016 will run as tabled to arrive Binalong 0259 (Sun 03/04/2016), depart 0159, pass Joppa Junction 0359, arrive Moss Vale 0508 depart 0517, pass Glenlee Junction 0623, Macarthur South Junction 0625, Glenfield Loop 0638, Leighfield (ARTC) 0650, Sefton Park Jct

TAA 0267-2016

Page 1 of 3

Australian Rail Track Corporation

2005.

Terry Newman, About Time – Daylight Saving in Tasmania, Royal Society of Tasmania, 1984.

There are an enormous number of websites about Daylight Saving in Australia, of which the best are

[https://en.wikipedia.org/wiki/Daylight\\_saving\\_time\\_in\\_Australia](https://en.wikipedia.org/wiki/Daylight_saving_time_in_Australia)

[http://www.bom.gov.au/climate/averages/tables/dst\\_times.shtml](http://www.bom.gov.au/climate/averages/tables/dst_times.shtml)

<http://alldownunder.com/australian-dates/time-daylight-savings-2.htm>

and

<http://www.australia.gov.au/about-australia/facts-and-figures/time-zones-and-daylight-saving>

the bus went through seven different time zones. If the driver and passengers had tried to keep correct local time, they would have had to reset their watches on average every eight minutes. In 1957 Tennessee passed a law prohibiting even what they called "voluntary observance of Daylight Saving" Finally in 1966, the Federal Congress stepped in to resolve the twice annual confusion. It passed a Uniform Time Act providing that time zones could only be set across entire States (or if a state had more than one time zone, within a complete time zone).

More reading:

Graeme Davison, The Unforgiving Minute: How Australia Learned to Tell the Time, Oxford University Press, 1993.

David Prerau, Saving The Daylight: Why We Put the Clock Forward, Granta Books,



# Three Weeks in a Life –with a timetable

By Derek Scrafton

**T**HE USE OF A PAGE FROM Reid's Railway Guide to illustrate the reprint of Mike Esbester's 2009 article on timetable design (Fig 1, p.4, The Times August 2016) prompts me to describe a little (2.5" x 4") gem in my timetable collection: a Reid's Guide for September 1912. Its full title is 'Reid's Darlington Diary, Railway and Post Guide' with a sub-title Bishop Auckland ABC Time Tables.

Reid's Guides contained a mine of information, this copy running to 96 white pages, 16 pink pages and 32 diary pages. The white pages contained the ABC tables for passenger train services to and from Darlington (similar to those for Newcastle in the Esbester illustration), excursions by train from Darlington in September, postal information, Darlington Corporation Tramways services, Bishop Auckland ABC passenger train listings, and a dozen tabular rail timetables: Darlington to and from London, Edinburgh, Saltburn (via two routes), Whitby, Richmond, Tebay/Penrith, Wearhead, Middleton-in-Teesdale, and Blackhill; and Bishop Auckland to and from Durham, Barnard Castle, and Ferryhill. The last of the white pages listed Darlington FC's football matches for the 1912-1913 season, playing in a minor league against other teams in north-east England.

The pink pages were mainly advertisements, but also included a list of Masonic meetings, early closing and market days, county court circuit plans, Middlesbrough FC's fixtures (against clubs such as Tottenham, Manchester United and Liverpool), and a timetable for passenger-carrying coastal ships from Middlesbrough to London, with two vessels, each departing weekly.

It is the diary pages that make this Reid's Guide so special. Even if they are never filled in by the diary's owner, they contain information on the moon's changes, sunrise and sunset,

lighting up times, partridge shooting season, salmon fishing close season, and (on Sundays) suggested bible readings for morning and evening. Where these pages have been filled in by the owner, as they are in this copy from September 11th to 29th inclusive, they create a snapshot in the life of the writer, in this case a young woman who lives in rural North Yorkshire and who is a musician, probably already gifted but spending many hours a day practising and taking and/or giving music lessons in the region.

From a transport viewpoint, this 1912 diary is the equivalent of a 21st century travel survey diary, describing the person's travels, mostly by cycle or on foot to the railway station at Ripon, with train journeys thence to towns such as Darlington and Barnard Castle, including the times of the trains she used. The musician leaves her bicycle at the station (cycle park-&-ride is not a new phenomenon), and at other times she walks or gets a ride (by horse, cart, dray, or an early motor vehicle is not clear from the entries).

I have often thought that this young lady's diary would make a short feature article for a local newspaper or regional magazine in north-east England, but have not pursued the idea out of respect for the writer and her descendants, even though the events took place so long ago. Reading of her travels and routine is fascinating – comments on her friends (suitors?) and their time together is written in a beautiful style, one that would be considered old-fashioned in this electronic age. All the entries are written in pencil and most are legible, which is remarkable given the small pages. When one considers the large numbers of local Reid's and similar diaries and timetables that were published, what marvellous pictures of life and travel in the pre-automotive age exist in the pages of such publications.

The railway timetable information contained in the diary must have been invaluable to the young musician and therefore the Reid's diary was probably kept in her handbag or music case, which would partly account for the excellent condition of the diary and its pages.

As I said, it is a gem.





# Oddities from the archives

## An Orphan from Oakleigh by Geoffrey Clifton

**T**HIS WILL BE AN OCCASIONAL piece discussing some of the more unusual timetables that have been donated to the National Archives held at the State Library of Victoria.

This month's oddity is the Oakleigh-Edward Street Bus Service timetable issued by the Brisbane City Council in December 1992. There are two things odd about this timetable.

**First** is the format of the bus times. The way the times are laid out by departure point not by journey is reminiscent of an aeroplane timetable and would have been confusing to potential passengers (if I have to arrive at work for 08.30, which bus do I need to catch?). This had been the standard Brisbane format dating back to the tram era, but I have not found another Brisbane timetable issued without putting the times in a table since the 1970s. As an aside, if the times are not in a table, is it still a timetable?

**Second** is the format of the document itself. This timetable was issued in December 1992 using a timetable format from the late 1970s in a document size dating from the 1980s. The year of publication is not a misprint L.J. Harper was the Manager in 1992.

The standard late 1970s style is shown in the Zilmere timetable shown below, although that timetable used blue ink, was shorter at 14 cm high and used an actual table for the bus times themselves.

By the time that the Oakleigh-Edward Street bus timetable was issued in 1992, a number of other styles had been and gone. Two styles from the 1980s are shown below, was the Sunnybank Area services a standard format or a special one as the bus routes in this area were created as a set of feeder routes to various trunk routes?

The standard timetable format for all Citybus services (Cityxpress services

used a different format) is shown in Figure 5. Every other Citybus timetable that I have come across from this era was in this very uniform, very user friendly format with an extract of the UBD street map as the background to the route map (handy if your destination is not on the bus route itself). This makes the Oakleigh timetable an orphan.

At this late stage it is probably impossible to work out why the residents of Oakleigh were not treated to a new format timetable—is it simply that the times themselves were never altered? However, within a year or so another new timetable format appeared with a consistent style for both Cityxpress and Citybus services as shown in Figure 6. I still remember the excitement I felt on a school excursion to Garden City when I saw the racks of recently updated colour timetables in the information booth. Sadly the booth was closed on that day.

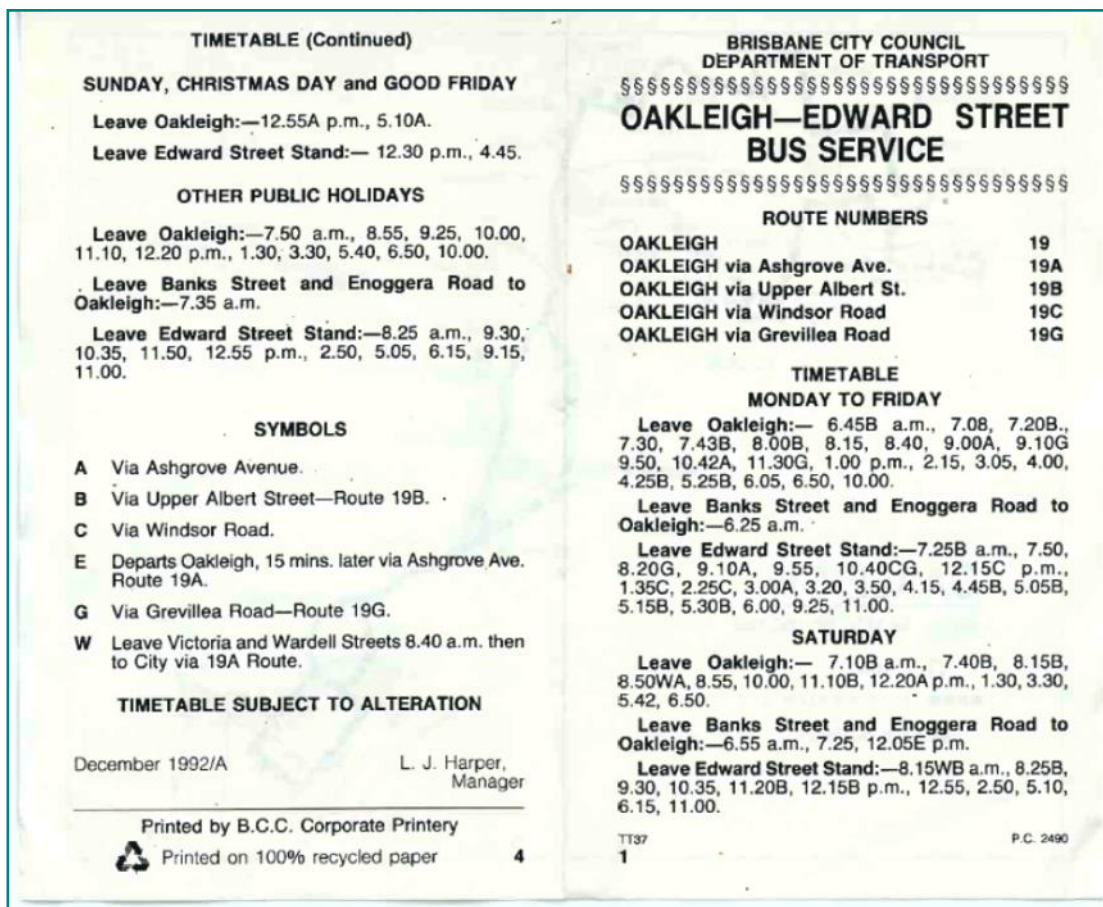


Figure 1: Oakleigh-Edward Street bus service December 1992 (back and front covers)



BRISBANE CITY COUNCIL—  
DEPARTMENT OF TRANSPORT

**THE PRINCE CHARLES HOSPITAL — CITY BUS SERVICE**

This service is provided for passengers wanting to travel to The Prince Charles Hospital during visiting times. Buses depart from the City Hall via the normal Chermide 172 Route to the corner of Gympie Road and Rode Road, then via Rode Road, Hilltop Avenue, Wallace and Farnell Streets.

Buses leave from Farnell Street near Hamilton Road for the return journey and travel via Farnell and Wallace Streets, Hilltop Avenue, Rode Road and inbound Chermide 172 Route to the City.

**MONDAY TO FRIDAY**  
Leave City Hall 6.30 p.m.  
Leave corner of Farnell Street and Hamilton Road 8.05 p.m.  
Leave Wallace Street 8.10 p.m.

**SATURDAY AND ALL HOLIDAYS**  
Leave City Hall 1.32 p.m.  
Leave corner of Farnell Street and Hamilton Road 4.05 p.m.  
Leave Wallace Street 4.10 p.m.

**SUNDAY**  
Leave City Hall 1.30 p.m.  
Leave corner Farnell Street and Hamilton Road to Valley via Gympie Road 1.58 p.m.  
Leave Wallace Street 4.10 p.m.

Buses will show "Hospital" roll signs and "The Prince Charles Hospital" board sign.

D. R. C. HARDING, Manager  
August, 1979  
Printed by B.C.C. Dept. of Transport

BRISBANE CITY COUNCIL  
DEPARTMENT OF TRANSPORT

**ZILLMERE BUS SERVICES INCLUDING WAVELL HEIGHTS (SPENCE ROAD) AND KALINGA**

Except during peak hours, buses are extended to Sandgate Road. These buses travel via the usual Route 92, then via Roghan, Sandgate and Beams Roads as shown on the timetable. Buses travelling via the Sandgate Road extension will display Zillmere 94 signs, or when the combined Zillmere services operate at evenings or weekends, Route 93 signs.

Passengers from Muller Road between Beams and Roghan Roads wishing to travel towards the City on Route 93 or 94, should board the bus on the outbound journey.

**TIME-TABLE ROUTE NUMBERS**

Kalinga .....	90
Wavell Heights (Spence Road) .....	91
Zillmere (Roghan Road) .....	92
Combined Zillmere Service .....	93
Zillmere (Sandgate Road Loop) .....	94
Zillmere (Hinchcliff Street) .....	96

Figure 2: Zillmere bus services August 1979 (back and front covers).

BRISBANE CITY COUNCIL  
DEPARTMENT OF TRANSPORT

**Citybus**

**JUBILEE BUS SERVICE**

**TIME-TABLE**

**ROUTE NUMBERS**

Jubilee (Accession Street) .....	18A
Jubilee (Dawn Street) .....	18B
Jubilee (Accession Street) via Cochrane Street .....	18C
Jubilee Loop Service .....	18D

(Depart City Edward Street travel via Kennedy Tce. to Dawn Street then return to City via Arthur Tce.)

Jubilee Loop Service via Cochrane Street .....

(Depart City Edward Street travel via the Cochrane Street deviation on the route map enclosed then, as Route 18D)

December, 1989/A  
TT27 P.C. 2390

W. S. COLES, MANAGER

1

Figure 4: Jubilee bus service December 1989.

**SUNNYBANK INCLUDING GRIFFITH UNIVERSITY**

**SUNNYBANK AREA SERVICES**

Provided by through-buses to/from City, and feeder services to/from Salisbury or Garden City. Patrons using feeder services at non-concessional rates may transfer to/from City buses at Mt. Gravatt or Salisbury using transfer ticket.

- Yellow bumper board
- All Sunnybank buses carry a yellow bumper board.

**BOARD ROUTE**

<b>SUNNYBANK 322</b>	Garden City to Salisbury by inner route.
<b>SUNNYBANK 324</b>	Salisbury to Garden City by inner route.
<b>SUNNYBANK 323</b>	Garden City to Salisbury by outer route.
<b>SUNNYBANK 325</b>	Salisbury to Garden City by outer route.

- Destination blinds
- FEEDER SERVICES show either MT. GRAVATT 324 (or 325) or SALISBURY 322 (or 323)
- THROUGH SERVICES TO CITY CITY 103; VALLEY 109; TOOMBUL INTERCHANGE 171.
- THROUGH SERVICES FROM CITY SALISBURY 171; MT. GRAVATT 169.

**Cityxpress**

**MT. GRAVATT 509** Sunnybank Services Connect at Garden City with the Cityxpress 509 Service which Operates Directly Between Garden City, Nathan Q/E II and the City.

**SUNNYBANK 326** Route 326 Rocket Services Operate Between Sunnybank and the City.

**GRIFFITH UNIVERSITY SERVICES**

Travel to/from City by way of either Salisbury or Mt. Gravatt.

- Yellow bumper board
- Outbound services from City carry a yellow bumper board marked UNIVERSITY.
- Destination blinds

<b>SALISBURY 191</b>	City to Griffith University via Salisbury.
<b>MT. GRAVATT 199</b>	City to Griffith University via Garden City.

- Services to City

CITY 103; VALLEY 109; TOOMBUL INTERCHANGE 171.  
TT47 Date Effective August, 1982/R

Figure 3: Sunnybank area services August 1982.

BRISBANE CITY COUNCIL  
DEPARTMENT OF TRANSPORT

**Citybus**

**CHERMSIDE BUS SERVICE**

**ROUTE 172**

INBOUND shows "ENOGGERA INTERCHANGE 172" signs.

OUTBOUND shows "CHERMSIDE 172" signs.

**Please, hail the driver!**

January, 1991/A  
TT16 P.C. 2280

L. J. HARPER, MANAGER

BRISBANE CITY COUNCIL  
DEPARTMENT OF TRANSPORT

**Citybus**

**LONGPOCKET BUS SERVICE**

**ROUTES 2A, 2B, 2C, 2D, 2G.**

ROUTE NO.	ROUTE
2A	Travel via Jostling St., Burns Rd., Bellevue Pde., Indooroopilly Rd., Westerham St., Whitmore St., Swann Rd., Clarence Rd., Central Ave., Lambert, Harb and Meiers Rds., to Longpocket Terminus.
2B	Travel via Brisbane St., Sir Fred Schonell Dve., Ryans, Carmody, Swann Rds., Indooroopilly, Lambert, Harb and Meiers Rds., to Longpocket Terminus.
2C	Travel via Route 2B to Swann Rd. then Swann, Clarence Rds., Central Ave., Lambert, Harb and Meiers Rds., to Longpocket Terminus.
2D	Travel via Brisbane St., Gailey Rd., Indooroopilly Rd., and Meiers Rd. to Longpocket Terminus.
2G	Travel via Brisbane St., Gailey Rd., Swann Rd and via Route 2C to Longpocket Terminus.

August, 1989/R  
TT28 P.C. 2400

K. B. DAVIDSON, MANAGER

Figure 5: Chermside bus service January 1991 and Longpocket bus service August 1989.





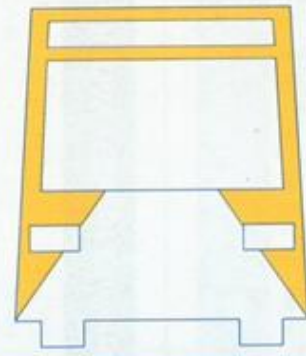
**Cityxpress**

**522**

**To Bracken Ridge  
To City**



EFFECTIVE  
MARCH 93



**Citybus**

**34**

**To Pinkenba  
To City**



EFFECTIVE  
DECEMBER 1993/A

Figure 6: Bracken Ridge Cityxpress March 1993 and Pinkenba Citybus December 1993.