The Times

December 2016

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Staff Education
Railway Problems
Production Engineering
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Inside: NZR Railway Timetables
NZR Train Diagrams
Branch line Answers Part 2

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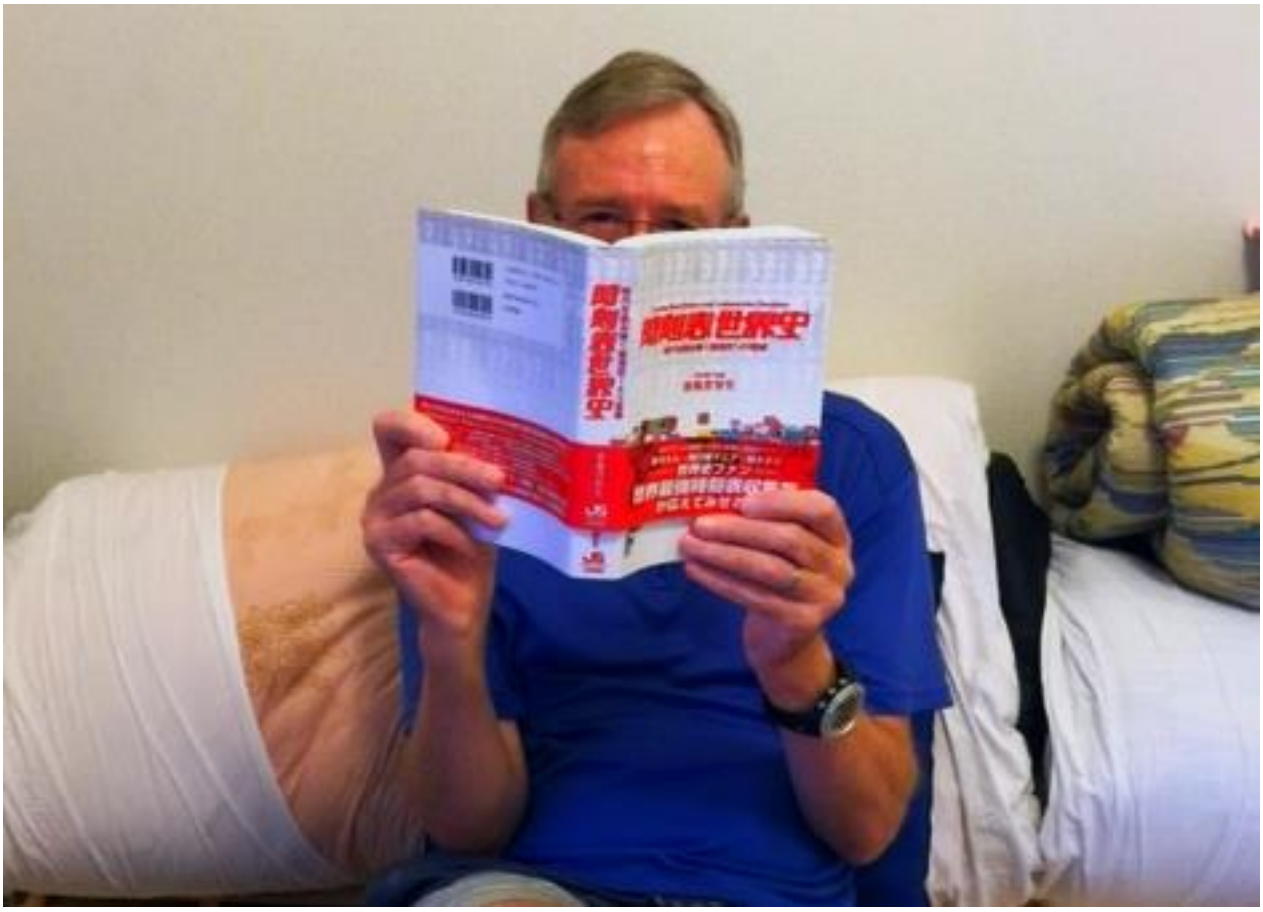

This is a picture of The Editor's friend and neighbour, Bill. He and his wife Penny have gone to live in Japan for a year. He was easily able to acquire this book for me—"Reading World History from Transportation Timetables" (Shakai Hyoron Sha, 2008). It is a Japanese best-seller– on a par with "*Ten to Sen*" - a story of murder among timetable collectors. I am not making up any of this. One of our Sydney members will review this book for The Times in 2017– won't you James?

The Railway Timetable -General Survey

By **TRANSPORTATION BRANCH**, *N.Z.R.*, May 1926

THE REORGANISATION OF THE Railway timetables during the past year has undoubtedly developed great interest in this phase of Railway operations. It is probable that more consideration has been given to the timetables during recent months than in any other similar period in the history of our railways, and, though practically the whole train service has come under review, it is realised, by those who have given special thought to this matter, that the work has by no means been concluded, but that there is continual necessity to watch for opportunities to introduce improvements and economies in the service. The general reorganisation that has been in progress has given an impetus towards change and opened the way for the expression of new lines of thought. It has emphasised the necessity for considering the requirements of our customers, and for finding economies in working and improvements that will facilitate the flow of traffic.

The preparation of a Railway timetable is an intricate operation. It has to be viewed from every angle in order to reach a conclusion that will meet general requirements. A timetable that suits ordinary passengers may not meet the needs of school children; a time that suits at the starting point may not be convenient for intermediate or destination stations, and an arrangement very suitable to the travelling public may be too costly to result in satisfactory business for the Department.

The proposed timetable should be one that will attract business, and, so, must be generally suitable to those who may be induced to travel. Convenient starting and finishing times are essential; as are sufficient intermediate stopping places. It has to be remembered that the more stopping places the longer the journey time, and judgment has to be exercised to provide for actual needs without unduly extending the time on the journey. Generally speaking, the public requires quick transit for passengers and goods. The demands of the public determine, to a great extent, the nature of the timetable, as it is useless to run trains which travellers will not use. In business the main effort is to supply what the public wants, and, to a lesser extent, to make the public want what the dealer has for sale. So with this great trading Department, it must be our aim to supply the services that are desired, and also to create the travelling habit, and induce the public in their own interests as well as those of the Railways to make full use of the services provided.

In order to suit the requirements of travellers, consideration has to be given to the various interests concerned. If the trains carry workers they must arrive in time for work, and must leave as soon after work ceases as will give the workers time to arrive at the Railway station. School children should arrive in time for school and leave soon after closing time. Commercial travellers usually leave their home station early in the week and return towards its close. Residents in country districts require a service into town and out again the same day, to enable business and shopping to be done without the cost of a night in town, and farmers attending stock sales usually require to travel to the sale and return on the same day. Whenever any alteration to a timetable is contemplated the requirements of the regular users of the trains must have due consideration. The starting time of a train is often governed by a steamer or motor connection that has to be made or by a connection with an incoming train. The making of close connections at starting and terminal stations, and also at sub-terminal stations en route is a matter of prime importance. Another most important point is the arranging of suitable meal hours. It is advisable whenever possible for passengers to be allowed time to obtain a meal before starting, and, on long journeys, meals should be obtainable at convenient hours.

Passenger trains arriving in the chief centres, if possible, should arrive at a time when tram cars are available to distribute the travellers throughout the town and suburbs.

It is necessary not only for our timetable to be attractive, but also for it to be economical in operation. And having considered a few of those matters which arise in making a timetable convenient, it is advisable to consider the subject from another aspect; the necessity for economy in working. In this connection any unnecessary running of trains or engines should be avoided, also the lengthening of the hours of the staff, and the payment of overtime rates of pay. Every effort should be made to reduce to a minimum the standing time of men and engines. It is economical to obtain full loads for the engines, and in this connection trains arriving from sections where there are steep, adverse gradients, and where schedule loads are consequently light, may in some cases be joined together into one train when the adverse gradients are passed, and the schedule load increased. Another matter requiring attention is the effective working of passenger carriages. It may be possible to effect economy in rolling stock by a suitable timetable arrangement which results in increased use of the existing stock. Similarly a timetable that gives quick despatch to goods traffic results in economy of wagons. When night passenger trains are under consideration the cost of providing sleeping cars and the probable revenue to be derived therefrom have to be borne in mind.

The combining of passenger and goods services by means of mixed trains, is justified only as a means of economy when there is no prospect of payable business separately, and, in such instances, the shunting work should be limited in order to give quick despatch.

Other matters to be considered in preparing timetables are the classes, power, and speed of engines available, the work to be done, the maximum speed permitted to be run over the portions of the line concerned, speed restrictions, gradients, the schedule and probable loads of the trains, signalling

systems, the length of sections, crossing sidings, watering, coaling, and refreshment stations.

In some places trains are usually run in daylight over certain portions of the track on account of the danger from slips. In other parts daylight running may be advisable to enable passengers to view the scenery.

Goods trains require suitable starting times which should be as soon as possible after the goods consigned can be loaded for despatch; the work on route has to be considered and regulated; suitable connections have to be made and the hours for arrival at destinations must be convenient. It is important that goods trains should run through sub-terminal stations or make suitable connections there with other trains to facilitate the flow of traffic so that the goods conveyed shall stand as short a time as possible at sub-terminal stations. The avoidance of delay to wagons at such stations gives quicker transit for the goods conveyed, reduces shunting operations, avoids congestion, makes for economy in siding accommodation, and assists in the prompt despatch and timekeeping of trains. Stationmasters and others desirous of reducing the cost of shunting services at their stations may be able to suggest some timetable alteration that will effect the desired result.

Although the work of preparing suitable timetables belongs chiefly to the train control officers, the information upon which the timetables are based, to a great extent, comes from the staffs at stations. Information is continually sought from stationmasters as to the suitability of various timetable alterations that are under consideration, and the rank and file of the service should be able to give useful information as to alterations that would facilitate the work and induce additional traffic. Stationmasters, foremen, and the staff generally could assist greatly by watching for means of improving the train service in the directions indicated. The Department encourages the submission of suggestions for timetable improvement from all ranks of employees through their superior officers.

Suggestions made may not be capable of immediate adoption. An arrangement desirable at one station may be found to be quite unsuitable further along the line. The requirements of the public in one district frequently conflict with those in another. But the needs of the public, and the needs of the service should be made known to the timetable staff whose duty it is to reconcile conflicting interests as far as possible, and produce a timetable that will give general, if not entire, satisfaction.

It is only by the complete co-operation of all grades of the service in the common interest of the Railway Department, that the best timetable will be evolved.

NZR Magazine May 1926

Comment on this article –Letter to Editor, Facebook

Daylight Limited (Auckland-Wellington) leaving Tolhope Station

AUCKLAND–WELLINGTON (NORTH ISLAND MAIN TRUNK RAILWAY).

Ht. ab. S.	Miles.	DOWN	am	S am	am	19 Exp. am	Exp. am	Exp. am	pm	7 Exp pm	Not Sat pm	Not Sat pm	Sat. pm	9 Ltd. Exp pm
		Auckland† to *dep*	3 58	..	7 0	8 0	9 8	10 10	1 15	3 0	4 20	5 51	6 30	*y*7 0
173	2	Newmarket J.							1 23			5 59		
265	3	Remuera ..							1 28			6 4		
187	4	Green Lane							1 31			6 7		
102	5	Ellerslie ..							1 34			6 10		
77	6	Penrose Junc.							1 37			6 13		
18	7	Southdown												
30	8	Westfield *arr*												
..	..	Westfield *dep*	..	..	..	..	..	..	1 42	..	*h*	*	..	..
34	9	Otahuhu ..			7 35		9 27		1 45			6 21		
39	9	Mangere ..			*				*			*		
72	11	Papatoetoe ..			7 43				1 52			6 28		
68	12	Puhinui ..			*				*			*		
74	13	Wiri			*				*			*		
103	14	Homai ..			*				*			*		
104	15	Manurewa ..			7 58				2 4			6 40		
49	16	Mahia ..			*				*			*		
51	17	Takanini ..			*				*			*		
51	18	Tironui ..			*				*			*		
67	19	Papakura ..			8 10		9 47		2*e*17		4 59	6 52	7 10	
55	21	Opaheke ..			*				*		*	*	*	
43	22	Drury ..			8 21				2 29		5 8	7 1	7 19	
149	28	Paerata ..			*		*k*		*		*k*	*	*	
215	30	Pukekohe ..	4 57		8 59		10 16	11 4	3 38		5 34	7 25	7 45	
190	32	Buckland ..	..		*		*		*		*	*	*	
117	35	Tuakau ..	..		9 12		10 26		*		5 47	7 39	7 58	
202	37	Whangarata ..	..		*		*		*		*	*	*	
4	40	Pokeno ..	..		9 26		*		*		*	*	*	
21	43	Mercer† *arr*	..		9 34		10 39	11 26	4 43	4 16	6 7	8 1	8 18	
..	..	Mercer *dep*	5 23		9 46		10 46	11 33		4 24	6 16		8 25	
21	49	Whangamarino	..		*		*				*		*	
34	54	Te Kauwhata ..	..		10 16						6 40		8 48	
30	56	Rangiriri ..	..		*						*		*	
33	60	Ohinewai ..	..		*						*		*	
35	62	Kimihia ..	..		*						*		*	
44	65	Huntly ..	6 0	7 20	11 3		11*g*25			5 0	7 8		9 24	
45	69	Taupiri ..	*	*	*		*			*	*		*	
67	74	Ngaruawahia ..	6 20	8 18	11 34		11 46			5 20	7 31		9 47	
77	77	Horotiu ..	..	*	*		*			*	*		*	
108	81	Te Rapa ..	..	*	*		*			*	*		*	
124	85	Frankton J.† *arr*	6 43	9 2	12*b*14	10 16	12 *t* 4	12*l* 39		5 34	7 53		10 9	9 14

Goods train, car attached. — Goods train, car attached. — Via Orakei. — To Wellington, Daylight Limited. Runs only from 17th Dec. to 9th Jan. (inclusive), during Christmas holidays. — To Tauranga, daily. — Dinner at Frankton. — To Rotorua (page 68). — Rotorua Limited. — Leaves Auckland Mon., Tu., Wed., Th., Fri., Sat. — Tea at Frankton Junction. — To Wellington. Leaves Auckland Sun., Mon., Tu., Wed., Thur., Fri.

Ht. ab. S.	Miles.		Orakei	Westfield
..	..	Orakei *dep*	..	
..	..	Westfield *ar*		..

Orakei Route — Newm'kt Route

For Auckland–Onehunga–Papakura Suburban Services, see pages 45–50.

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Ht. ab. S.	Miles.	UP	19 am	7 pm	Sat.	9 pm
		Auckland† *dep*	*s* 0	3 0	..	*y*7 0
180	90	Frankton J† *dp*	am 7 1	pm 1 30	pm 4 0	5 56	..	9 25
170	94	Ohaupo ..	7 31	2 0	4 30			
178	96	Lake Road ..	*	*	*			
185	98	Ngaroto ..	*	*	*			
165	100	Te Awamutu	7 56	2 26	4 56	6 28		9 57
116	103	Te Mawhai ..	*	*	*			
156	106	Te Kawa ..	*	*	*			
115	111	Kiokio ..	*	*	*			
121	114	Otorohanga ..	8 41	3 10	5 41	6 54	Goods train, car attached.	
130	120	Hangatiki ..	*	*	*			
162	124	Te Kumi ..	*	*	*			
177	126	Te Kuiti† *arr*	9 11	3 40	6 20	7 15		
..	..	Te Kuiti *dep*	5 49	10 6	11 43	3 52	7 20	8 0		10 42
675	134	Puketutu ..	10 50	4 28	*	*	*	*	Limited Express.	
869	139	Kopaki ..	*	*	*					
935	143	Mangapeehi ..	*	*	*					
1112	146	Porootarao ..	7 8	11 35	5 13	*	*	*		
770	152	Waimiha ..	*	*	*					
658	156	Waione Siding	*	*	*					
631	160	Ongarue ..	7 54	12 17	6 3	*	*	10 20		
597	165	Te Koura ..	*	*	*			*		
584	167	Okahukura ..	8 19	12 40	6 30	*	*	*		
566	171	Taringamotu ..	*	*	*					
560	174	Taumarunui† *ar*	8 39	1 0	6 50	..	9 14	11 10		12 22
			Sat. am	Sat. pm	Sat. pm					
..	..	Taumarunui *dp*	7 40	11 55	4 10	10 30	9 22			12 30
623	178	Manunui ..	*	*	*	*				
743	181	Piriaka ..	8 9	12 32	4 35	*				
863	183	Kakahi ..	*	*	*	*				
1487	190	Owhango ..	8 50	1 18	5 31	11 55				
1695	193	Oio ..	*	*	*	*				
1750	196	Manson and Clark's Sdg.	..	..	..	..				
1922	199	Raurimu *arr*	..	..	..	12 40				
..	..	Raurimu *dep*	9 29	1 53	6 13	*	10 39			
2636	206	National Park	10 17	2 26	6 55	3 11	11 12			
2425	210	Erua ..	10 31	*	*	*	*			
2572	212	Erua Bush Sdg.	*d*	..	*d*	..	..			
2627	214	Pedersen's Sdg.	*d*	..	*d*	..	..			
2651	215	Pokaka ..	*	..	*	..	..			
2457	218	Horopito ..	11 12	..	7 40	..	..			
2018	224	Ohakune J† *arr*	11 27	1 40	7 55	3 55	11 59			2 45

Daylight Ltd. to Wellington. — Runs only from 17th Dec. to 9th Jan. (inclusive). — Dinner. — Goods, with car. — To Wellington, Sleeping-car. — Leaves Auckland M, Tu, W, Th, F, Sat. — Express — Goods train, car attached. — Leaves Auckland Sun, M, Tu, W, Th, F. — Limited Express. — To Wellington, Sleeping-car.

* Stops if required. † Refreshment-room station.
b Change for Rotorua and Main Trunk line south. *d* Stops on Saturdays only.
e Change—Second class only from Papakura to Mercer. *g* Change for Glen Afton Branch. *h* Stops on Wednesdays only. *k* Change for Waiuku Branch.
l Change for Main Trunk line south. *s* Second class cars only. *y* Limited Express leaving Auckland 7.0 pm on Sundays will stop for passengers on the Monday morning ## National Park.

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Train Diagrams: Their Practical Application

By **J. C. Schneider**, *Senior Timetable Officer, Head Office, N.Z.R. June 1926*

Train diagrams are in general use throughout the world in connection with train running work. They are an essential part of the equipment of timetable offices. As it is probable that many members of the staff who have not been in touch with such offices are not acquainted with these graphs a reproduction of a train diagram for the Frankton-Ohakune Section is printed in this number [page 7].

The diagram is divided by vertical lines into 24 equal spaces representing the 24 hours of the day. Each of these 24 spaces may be sub-divided into spaces representing 30, 15, 5, or less minutes as found desirable.

The names of all stations where crossing loops are provided are shown at the sides of the train diagram in station order and at a distance from each other in proportion to the actual mileage between the stations. A horizontal line is drawn across opposite each station name.

The forms being ruled as shown, the next procedure is to insert lines to represent the trains. The timetable is taken and the trains are plotted on the diagram in timetable order.

Suppose that No. 115 Down Daylight Limited Auckland to Wellington is being dealt with. This train leaves Frankton at 10.22 a.m., Ohakune arrive 3.55 p.m. The line representing No. 115 commences at the horizontal line opposite Frankton and at the vertical line representing 10.22 a.m. It runs to Rukuhia 10.31 a.m. Te Kawa 11.5 Otorohanga 11.17 and so on to Ohakune, finishing at the intersection of the horizontal line opposite Ohakune and the vertical line at 3.55 p.m.

Similarly in the case of an up train, say No. 684 Up Daylight Limited Wellington to Auckland, the line for this train starts from the intersection of the Ohakune horizontal line and the vertical line at 3.22 p.m. Horopito 3.39 Kakahi 4.49 and so on to Frankton where it finishes at the intersection of the Frankton horizontal line and a vertical line representing 8.26 p.m. It will be observed that the line representing the down trains (odd numbers) run downwards while those representing the up trains (even numbers) run upwards, but both slope towards the right (the close of the day).

The lines denoting the trains must cross at one of the horizontal lines because these indicate the crossing sidings. In the few cases where the lines cross away from the horizontal lines the trains represented run on different days of the week and so do not cross. An example of this will be seen in the top left hand corner. No. 430 runs on Sunday only, and, as No. 243 does not run on Sunday, these trains do not cross.

The following are some of the points clearly shown by the train diagram:—

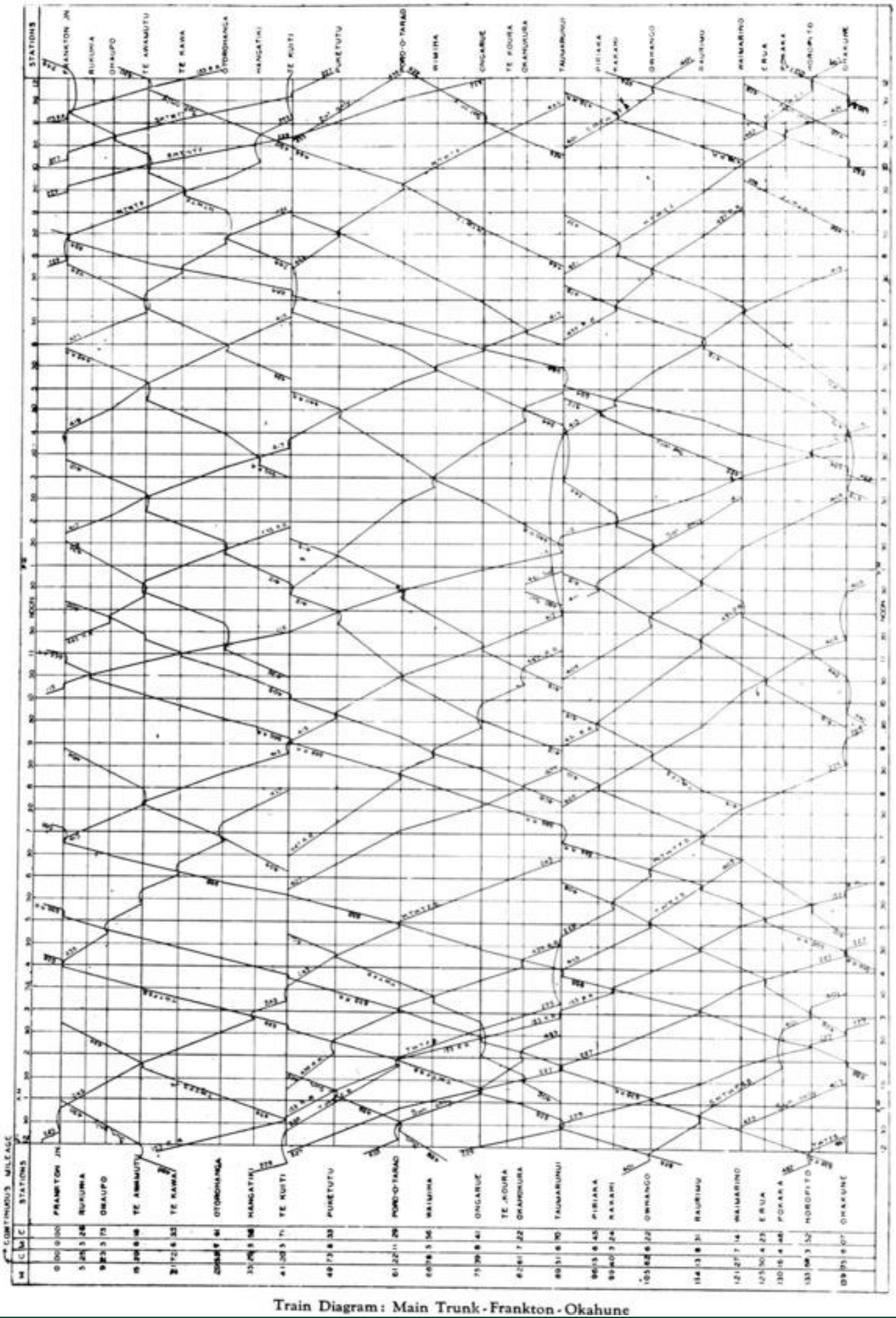
- Whether trains are timed uniformly.
- Where trains cross and where they pass. (No. 684 Up Daylight catches up and passes No. 244 at Te Kuiti at 7.15 p.m.).
- Whether timed to follow each other too closely. Whether times fit at crossing stations.
- The density of the traffic on the section and at particular stations. The hours staff are required to be on duty.
- Where intermediate crossing places would be an advantage. (Note the long section between Poro-otarao and Puketutu.)
- Where the work of a goods or mixed train requires regulation to avoid delay to a following fast train.
- Connecting trains.
- Where pick up or set down trains are provided. (No. 244 Taumarunui depart 4.15 p.m. is a pick up train for No. 684 Up Daylight as far as Te Kuiti. No. 413 Frankton depart 6.50 a.m. is a pick up train for No. 115 Down Daylight.)

It will be noticed that the section illustrated by this graph is occupied almost continuously during the whole 24 hours. The diagram gives a birds-eye view of the whole service on that particular portion of the line. It is very useful in arranging the runs of engines and trainmen. If a special train is required a glance at the diagram gives an indication as to where a clear track can be obtained. Any variation from the straight of a line denoting a train immediately catches the eye and indicates whether the train is travelling faster or slower than normal speed. Note the slowing up of the Down Daylight on the steep grade from Te Kuiti to Porootarao.

This class of work is a specialised one and considerable practice and experience is necessary to attain full efficiency. It is hoped that the diagram printed in this issue will stimulate interest in this branch of the work.

NZR Magazine June 1926

Comment on this article –Letter to Editor, Facebook



Train Diagram: Main Trunk - Frankton - Okahune

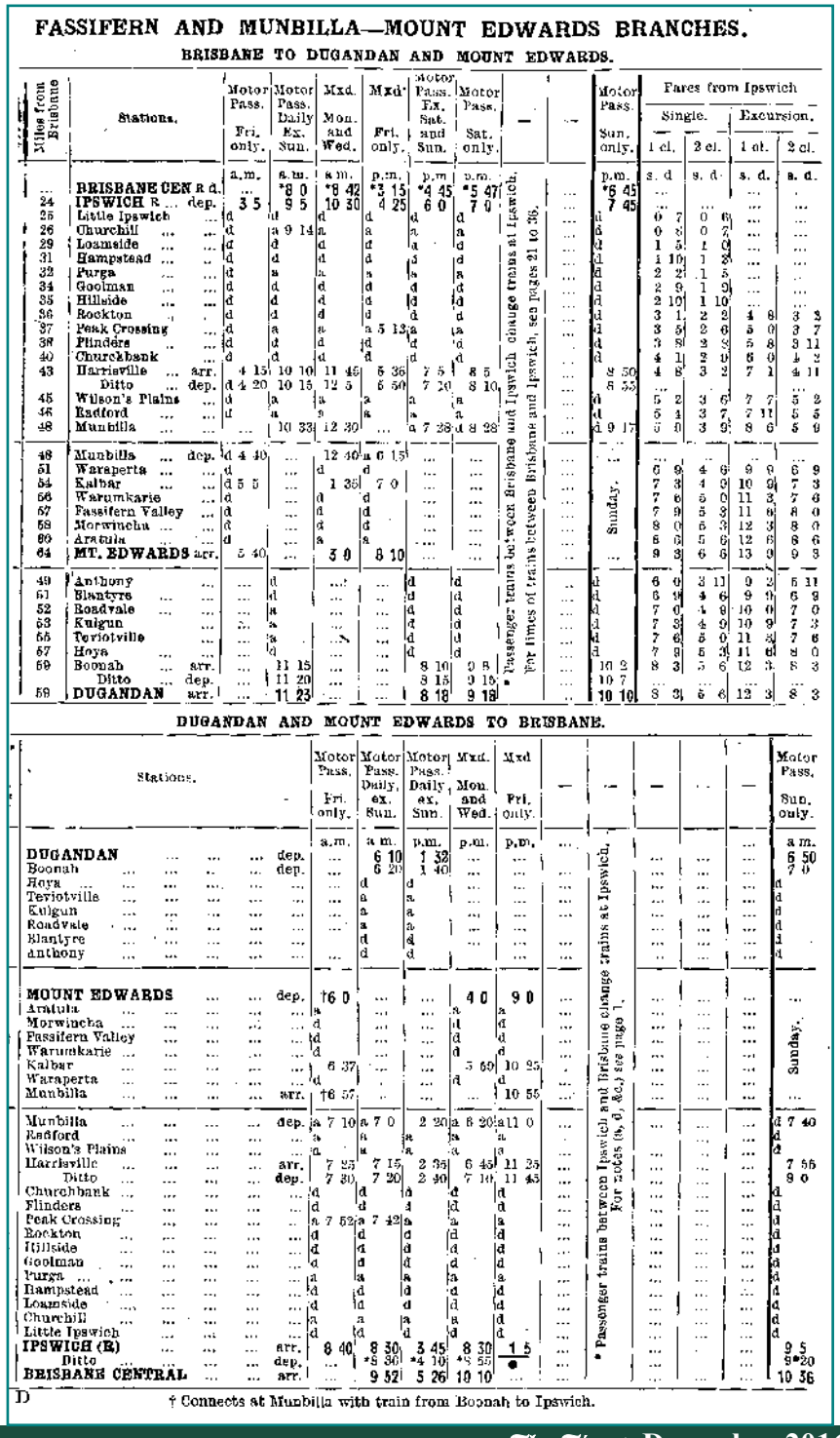
What Branch Line WAS that? Part 2

DAVID HENNELL —*the other shoe drops on David's July Quiz.*

Queensland: QR PTT 28th May 1939

Brisbane 1:	Brisbane Central
Brisbane 2:	Roma Street
Main Line Junction:	Ipswich
Branches' Junction:	Munbilla
Terminus A:	Mt. Edwards
Town B:	Boonah
Terminus C:	Dugandan

The first section of the Fassifern Branch, from Ipswich (Fassifern Junction) to Harrisville, opened on 10th July 1882 and the line was extended to Dugandan on 12th September 1887. Munbilla to Kalbar opened on 17th April 1916, then on to Mt. Edwards on 7th October 1922. The Mt. Edwards line was to be part of the Via Recta (Direct Way) to Warwick, providing a significantly shorter route than the existing one through Toowoomba. An end-on connection was to be made with the Maryvale Branch, Warwick (Killarney Junction) to Maryvale having opened on 30th September 1911. If you've driven through Cunningham Gap, you'll understand why the Via Recta was never completed! Munbilla to Mt. Edwards dropped off on 31st October 1960, Churchill (Saleyards) in (now) suburban Ipswich to Dugandan on 30th June 1964 and the remainder on 12th August 1994 although official closure wasn't until 30th June 2010 but the track had been lifted well before this date. Dugandan station was on the opposite side of Teviot Brook from the township of that name and its large yard was actually located on the south western outskirts of Boonah. The station at Boonah was situated in the centre of town but its position was such that terminal facilities were impractical there. The passenger service on these lines varied very little over many years although a Sunday afternoon motor pass (QR for rail motor) from Dugandan appeared at times. Note the workers' service from Dugandan into Ipswich (workers' weeklies were issued for this line) and the Friday shoppers' motor pass from Mt. Edwards with its passengers returning on the afternoon mixed. The usual goods service at the time was a Monday to Saturday train to Dugandan, with the Mt. Edwards goods service being fully provided by the mixed trains shown. For many years, the Friday morning train to Mt. Edwards was an unadvertised goods, with its passenger van returning to Ipswich as a passenger train but this trip is operated by a motor pass in our timetable.



FASSIFERN AND MUNBILLA—MOUNT EDWARDS BRANCHES.

BRISBANE TO DUGANDAN AND MOUNT EDWARDS.

Miles from Brisbane	Stations.	Motor Pass. Fri. only.	Motor Pass. Daily Ex. Sun.	Mxd. Mon. and Wed.	Mxd. Fri. only.	Motor Pass. Fx. Sat. and Sun.	Motor Pass. Sat. only.	Motor Pass. Sun. only.	Fares from Ipswich Single. 1 cl.	Single. 2 cl.	Excursion. 1 cl.	Excursion. 2 cl.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
...	BRISBANE CEN R d.	...	*8 0	*8 42	*3 15	*4 45	*5 47	*6 45	...	...	...	...
24	IPSWICH R ... dep.	3 5	9 5	10 30	4 25	6 0	7 0	7 45	...	...	...	...
25	Little Ipswich ...	d	d	d	d	d	d	d	0 7	0 6	...	...
26	Churchill	d	a 9 14	a	a	a	a	a	0 9	0 8	...	...
29	Loamside	d	d	d	a	d	d	d	1 5	1 2	...	...
31	Hampstead	d	d	d	d	d	d	d	1 10	1 8	...	...
32	Purga	d	a	a	a	a	a	a	2 2	1 5	...	...
34	Goolman	d	d	d	d	d	d	d	2 9	1 9	...	...
35	Hillside	d	d	d	d	d	d	d	2 10	1 10	...	...
36	Rockton	d	d	d	d	d	d	d	3 1	2 2	4 8	3 3
37	Peak Crossing ...	d	a	a 5 13	a	a	a	a	3 5	2 6	5 0	3 7
38	Flinders	d	d	d	d	d	d	d	3 9	2 9	5 8	3 11
40	Churchbank ...	d	d	d	d	d	d	d	4 1	2 11	6 0	4 2
43	Harrisville ... arr.	4 15	10 10	11 45	5 36	7 5	8 5	a 8 50	4 8	3 2	7 1	4 11
	Ditto ... dep.	d 4 20	10 15	12 5	5 50	7 20	8 10	8 55				
45	Wilson's Plains ...	d	a	a	a	a	a	d	5 2	3 6	7 7	5 2
46	Radford	d	a	a	a	a	a	d	5 4	3 7	7 11	5 5
48	Munbilla	...	10 33	12 30	...	a 7 28	d 8 28	d 9 17	5 9	3 9	8 6	5 9
48	Munbilla ... dep.	d 4 40	...	12 40	a 6 15	...	...	...	...	...	...	...
51	Waraperta	d	...	d	d	...	...	...	6 3	4 6	9 9	6 9
54	Kalbar	d 5 5	...	1 35	7 0	...	...	...	7 3	4 9	10 3	7 3
56	Warumkarie ...	d	...	d	d	...	...	...	7 6	5 0	11 3	7 6
57	Fassifern Valley ...	d	...	d	d	...	...	...	7 9	5 3	11 6	8 0
58	Morwincha	d	...	d	d	...	...	...	8 0	5 3	12 3	8 0
60	Aratula	d	...	a	a	...	...	...	8 3	5 6	12 6	8 3
64	MT. EDWARDS arr.	5 40	...	3 0	8 10	...	...	...	9 3	6 6	13 9	9 3
49	Anthony ...	...	d	...	...	d	d	d	6 0	3 11	9 2	5 11
51	Blantyre	...	d	...	...	d	d	d	6 3	4 6	9 6	6 9
52	Roadvale	...	a	...	...	d	d	d	7 0	4 8	10 0	7 0
53	Kulgun	...	a	...	...	d	d	d	7 3	4 9	10 3	7 3
55	Teriotville ...	...	a	...	...	d	d	d	7 6	5 0	11 3	7 6
57	Hoya	...	d	...	...	d	d	d	7 9	5 3	11 6	8 0
59	Boonah ... arr.	...	11 15	...	...	8 10	9 8	10 2	8 3	5 6	12 3	8 3
	Ditto ... dep.	...	11 20	...	...	8 15	9 15	10 7	...	...	...	...
59	DUGANDAN arr.	...	11 23	...	...	8 18	9 18	10 10	8 3	5 6	12 3	8 3

Passenger trains between Brisbane and Ipswich change trains at Ipswich. For times of trains between Brisbane and Ipswich, see pages 21 to 36.

Sunday.

DUGANDAN AND MOUNT EDWARDS TO BRISBANE.

Stations.	Motor Pass. Fri. only.	Motor Pass. Daily ex. Sun.	Motor Pass. Daily ex. Sun.	Mxd. Mon. and Wed.	Mxd Fri. only.	Motor Pass. Sun. only.
	a.m.	a.m.	p.m.	p.m.	p.m.	a.m.
DUGANDAN ... ... dep.	...	6 10	1 32	...	...	6 50
Boonah ... ... dep.	...	6 20	1 40	...	...	7 0
Hoya	...	d	d	...	...	d
Teriotville	...	a	a	...	...	d
Kulgun	...	a	a	...	...	d
Roadvale	...	a	a	...	...	d
Blantyre	...	d	d	...	...	d
anthony	...	d	d	...	...	d
MOUNT EDWARDS ... ... dep.	†6 0	...	...	4 0	9 0	...
Aratula	a	...	...	a	a	...
Morwincha	d	...	...	d	d	...
Fassifern Valley	d	...	...	d	d	...
Warumkarie	d	...	...	d	d	...
Kalbar	6 37	...	...	5 59	10 25	...
Waraperta	d	...	...	d	d	...
Munbilla ... ... arr.	†6 57	...	...	...	10 55	...
Munbilla ... ... dep.	a 7 10	a 7 0	2 20	a 8 20	a11 0	...
Radford	a	a	a	a	a	...
Wilson's Plains	a	a	a	a	a	...
Harrisville ... ... arr.	7 25	7 15	2 35	6 45	11 25	...
Ditto ... ... dep.	7 30	7 20	2 40	7 10	11 45	...
Churchbank	d	d	d	d	d	...
Flinders	d	d	d	d	d	...
Peak Crossing	a 7 52	a 7 42	a	a	a	...
Rockton	d	d	d	d	d	...
Hillside	d	d	d	d	d	...
Goolman	d	d	d	d	d	...
Purga	a	a	a	a	a	...
Hampstead	d	d	d	d	d	...
Loamside	d	d	d	d	d	...
Churchill	a	a	a	a	d	...
Little Ipswich	d	d	d	d	d	...
IPSWICH (E) ... ... arr.	8 40	8 30	3 45	8 30	1 5	...
Ditto ... ... dep.	...	*8 36	*4 10	*8 55	●	...
BRISBANE CENTRAL ... ... arr.	...	9 52	5 26	10 10	...	...

Passenger trains between Ipswich and Brisbane change trains at Ipswich. For codes (a, d, &c.) see page 7.

Sunday.

† Connects at Munbilla with train from Boonah to Ipswich.

D

Suburban branch line: PTT 19th October 1958

City Station: Adelaide
Junction A: Woodville
Junction B: Albert Park
Terminus: Hendon

Albert Park to Hendon (opened 3rd September 1940) was one of the short passenger and goods branches constructed during World War II that served wartime industrial complexes. Others include Finsbury North and Penfield (Adelaide) and Ropes Creek (Sydney). All are now closed. The Hendon line was the shortest and, as it was only 34 ch (0.7 km) in length, there were no intermediate stations. And, yes, Albert Park did have running issue single tickets (blue) and returns (blue and heliotrope (violet)) to Hendon. With the factories working 3 shifts a day Monday to Saturday, the wartime service consisted of a couple of trains for each change of shift plus, at times, additional trains serving the office staff. Unlike Finsbury North, Penfield and Islington Works (also used for war production), Sunday trains did not operate at this time. By 1950, the service to Hendon had been reduced to 2 trains in each peak period Monday to Friday, with no weekend service at all. But this limited service soon expanded dramatically as residential development occurred. The 7th June 1953 PTT has a Monday to Friday service that exceeded the best provided during the war, coupled with the only Saturday trains being those for theatre patrons. These trains departed Adelaide at 6 46 and 11 15 p.m. and Hendon at 7 14 and 11 39 p.m. A Saturday lunchtime train and a pair of Sunday trains appeared on 1st November 1953. Our table of 19th October 1958 shows the Hendon line at close to its best – remember that the PTT doesn't include the 9 52 a.m., 10 26 a.m. and 6 54 p.m. trains from Albert Park and the 11 26 p.m. from Hendon Monday to Friday. The Sunday and the late night trains dropped off on 26th February 1961, the Monday to Friday middle of the day trains disappeared in November 1961 and Saturday trains were withdrawn on 12th August 1962. The 4 trains in both the morning and evening survived until 1972 when the whittling away resumed and, by 1979, only 2 morning and 2 late afternoon trains remained. The last train to Hendon ran and the line closed on 1st February 1980. The passenger motor (SAR-speak for railcar) departing Woodville M - F at 8 16 a.m. originated at Mile End Loco Sheds at 7 53 and ran directly via Gaol Loop. At the date of our timetable, the Henley Beach line had already been truncated at Grange – this had happened on 1st September 1957. What a pity that the Hendon branch was not extended to the West Lakes Mall shopping centre and the Football Park sporting complex.

TABLE 2.

ADELAIDE, HENDON, AND GRANGE.

Mondays to Fridays inclusive.

Miles.	1¼	2½	3½	3¾	4¼	4½	5	5½	6½	6½	6¾	8½
Adelaide. R.	Bowden.	Croydon.	West Croydon.	Kilkenny.	Woodville Park.	Woodville.	Holdens.	Albert Park.	Hendon.	Seaton Park.	Golf Links.	Grange.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5 35	—	—	—	—	—	5 46	—	5 50	—	5 52	5 54	5 57
5 56	—	—	—	—	—	6 06	6 07	6 13	—	6 15	6 17	6 20
6 16	6 20	6 22	6 24	6 26	6 27	6 29	6 31	6 37	—	6 39	6 41	6 44
6 51	—	—	—	—	—	7 01	—	7 06	7 08	—	—	—
6 54	6 58	7 00	7 02	7 04	7 05	7 07	7 09	7 12	—	7 14	7 16	7 19
7 06	—	—	—	—	—	—	7 21	7 22	—	—	—	—
7 20	7 24	7 26	7 28	7 30	7 31	7 34	7 35	7 38	—	7 40	7 42	7 45
7 40	7 44	7 46	7 48	7 50	7 51	7 53	7 55	8 01	—	8 03	8 05	8 08
8 05	—	—	8 11	—	—	‡8 16	8 17	8 23	8 25	—	—	—
8 18	8 22	8 24	8 26	8 28	8 29	8 31	8 32	8 35	—	8 37	8 39	8 42
8 50	8 54	8 56	8 58	9 00	9 01	9 03	9 04	9 07	—	9 09	9 11	9 14
9 15	9 19	9 21	9 23	9 25	9 26	9 28	9 29	9 32	—	9 34	9 36	9 39
						9 34	—	9 38	9 40	—		
9 50	9 54	9 56	9 58	10 00	10 01	10 03	10 04	10 07	—	10 09	10 11	10 14
10 00	—	—	—	—	—	10 10	10 11	10 14	10 16	—	—	—
10 15	10 19	10 21	10 23	10 25	10 26	10 28	10 29	10 32	—	10 34	10 36	10 39
10 50	10 54	10 56	10 58	11 00	11 01	11 03	11 04	11 07	—	11 09	11 11	11 14
11 15	11 19	11 21	11 23	11 25	11 26	11 28	11 29	11 32	—	11 34	11 36	11 39
					p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
11 50	11 54	11 56	11 58	12 00	12 01	12 03	12 04	12 07	—	12 09	12 11	12 14
p.m.	p.m.	p.m.	p.m.	p.m.								
12 15	12 19	12 21	12 23	12 25	12 26	12 28	12 29	12 32	—	12 34	12 36	12 39
12 50	12 54	12 56	12 58	1 00	1 01	1 03	1 04	1 07	—	1 09	1 11	1 14
1 00	—	—	—	—	—	1 11	1 12	1 15	1 17	—	—	—
1 15	1 19	1 21	1 23	1 25	1 26	1 28	1 29	1 32	—	1 34	1 36	1 39
—	—	—	—	—	—	—	—	†1 33	1 35	—	—	—
1 50	1 54	1 56	1 58	2 00	2 01	2 03	2 04	2 07	—	2 09	2 11	2 14
2 15	2 19	2 21	2 23	2 25	2 26	2 28	2 29	2 32	—	2 34	2 36	2 39
2 50	2 54	2 56	2 58	3 00	3 01	3 03	3 04	3 07	—	3 09	3 11	3 14
3 15	3 19	3 21	3 23	3 25	3 26	3 28	3 29	3 32	—	3 34	3 36	3 39
3 28	—	—	—	—	—	3 39	3 40	3 43	—	—	—	—
3 45	3 49	3 51	3 53	3 55	3 56	3 58	4 00	4 03	—	4 05	4 07	4 10
3 54	—	—	4 00	—	—	4 06	4 07	4 10	4 12	—	—	—
4 10	4 14	4 16	4 18	4 20	4 22	4 25	4 27	4 30	—	4 32	4 34	4 37
4 30	4 34	4 36	4 38	4 40	4 41	4 44	4 45	4 50	—	4 52	4 54	4 57
4 43	—	—	—	—	—	4 55	4 56	4 59	5 01	—	—	—
4 56	5 00	5 02	5 04	5 06	5 07	5 09	5 11	5 14	—	5 16	5 18	5 21
5 19	5 23	—	—	—	—	5 29	5 30	5 35	—	5 37	5 39	5 42
5 43	5 47	5 49	5 51	5 53	5 54	5 56	5 57	6 00	—	6 02	6 04	6 07
6 15	6 19	6 21	6 23	6 25	6 26	6 28	6 29	6 32	—	6 34	6 36	6 39
6 27	—	—	—	—	—	6 38	6 39	6 42	6 44	—	—	—
6 50	6 54	6 56	6 58	7 00	7 01	7 03	7 04	7 07	—	7 09	7 11	7 14
7 20	7 24	7 26	7 28	7 30	7 31	7 33	7 34	7 37	—	7 39	7 41	7 44
7 50	7 54	7 56	7 58	8 00	8 01	8 03	8 04	8 07	—	8 09	8 11	8 14
8 20	8 24	8 26	8 28	8 30	8 31	8 33	8 34	8 39	—	8 41	8 43	8 46
8 47	8 51	8 53	8 55	8 57	8 58	9 01	9 02	9 07	—	9 09	9 11	9 14
9 20	9 24	9 26	9 28	9 30	9 31	9 33	9 34	9 37	—	9 39	9 41	9 44
9 50	9 54	9 56	9 58	10 00	10 01	10 03	10 04	10 07	—	10 09	10 11	10 14
10 20	10 24	10 26	10 28	10 30	10 31	10 33	10 34	10 37	—	10 39	10 41	10 44
10 50	10 54	10 56	10 58	11 00	11 01	11 03	11 04	11 07	—	11 09	11 11	11 14
11 05	—	—	—	—	—	11 16	11 17	11 20	11 22	—	—	—
11 15	11 19	11 21	11 23	11 25	11 26	11 28	11 29	11 32	—	11 34	11 36	11 39
—	—	—	—	—	—	—	—	†11 33	11 35	—	—	a.m.
11 38	11 42	11 44	11 46	11 48	11 49	11 51	11 52	11 55	—	11 57	11 59	12 02

† Change trains at Albert Park for Hendon. ‡ Change trains.

TABLE 2—continued

GRANGE, HENDON, AND ADELAIDE.

Mondays to Fridays inclusive.

Grange.	Golf Links.	Seaton Park.	Hendon.	Albert Park.	Holdens.	Woodville.	Woodville Park.	Kilkenny.	West Croydon.	Croydon.	Bowden.	Adelaide. R.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6 05	6 08	6 10	—	6 12	6 15	6 16	6 17	6 19	6 21	6 23	6 25	6 29
6 29	6 32	6 34	—	6 37	6 40	6 41	6 42	6 44	6 46	6 48	6 50	6 54
6 57	7 00	7 02	—	7 06	7 09	7 11	7 12	7 14	7 16	7 18	7 20	7 24
			7 13	7 15		7 18(a rr)						
7 24	7 27	7 29	—	7 31	7 34	7 35	7 36	7 38	7 40	7 42	7 44	7 48
—	—	—	—	7 38	7 41	7 42	7 43	7 45	7 47	7 49	7 51	7 55
7 53	7 56	7 58	—	8 00	8 03	8 05	8 06	8 08	8 10	8 12	8 14	8 18
—	—	—	—	8 18	8 17	8 18	8 20	8 22	8 24	8 26	8 28	8 33
8 16	8 19	8 21	—	8 24	8 27	8 29	—	—	—	—	—	8 41
—	—	—	8 31	8 35	8 38	‡8 41	—	—	—	—	—	8 51
8 53	8 56	8 58	—	9 00	9 03	9 05	9 06	9 08	9 10	9 12	9 14	9 18
9 18	9 21	9 23	—	9 25	9 28	9 30	9 31	9 33	9 35	9 37	9 40	9 45
—	—	—	9 46	‡9 48	—	—	—	—	—	—	—	—
9 44	9 47	9 49	—	9 51	9 54	9 56	9 57	9 58	10 01	10 03	10 05	10 09
—	—	—	10 02	10 07	10 10	10 12	10 14	10 16	10 18	10 20	10 23	10 28
			10 21	‡10 23								
10 18	10 21	10 23	—	10 25	10 28	10 30	10 31	10 33	10 35	10 37	10 39	10 43
—	—	—	10 38	10 40	10 43	10 45	10 47	10 49	10 51	10 53	10 56	11 01
10 44	10 47	10 49	—	10 51	10 54	10 56	10 57	10 59	11 01	11 03	11 05	11 09
11 18	11 21	11 23	—	11 25	11 28	11 30	11 31	11 33	11 35	11 37	11 39	11 43
									p.m.	p.m.	p.m.	p.m.
11 44	11 47	11 49	—	11 51	11 54	11 56	11 57	11 59	12 01	12 03	12 05	12 09
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.				
12 18	12 21	12 23	—	12 25	12 28	12 30	12 31	12 33	12 35	12 37	12 39	12 43
12 44	12 47	12 49	—	12 51	12 54	12 56	12 57	12 59	1 01	1 03	1 05	1 09
—	—	—	1 21	‡1 23	—	—	—	—	—	—	—	—
1 18	1 21	1 23	—	1 25	1 28	1 29	1 30	1 32	1 34	1 36	1 38	1 42
—	—	—	1 40	1 42	1 45	1 46	1 48	1 50	1 52	1 54	1 57	2 03
1 44	1 47	1 49	—	1 51	1 54	1 56	1 57	1 59	2 01	2 03	2 05	2 09
2 18	2 21	2 23	—	2 25	2 28	2 30	2 31	2 33	2 35	2 37	2 39	2 43
2 44	2 47	2 49	—	2 51	2 54	2 56	2 57	2 59	3 01	3 03	3 05	3 09
3 18	3 21	3 23	—	3 25	3 28	3 30	3 31	3 33	3 35	3 37	3 39	3 43
3 46	3 49	3 51	—	3 53	3 56	‡4 02	4 03	4 05	4 07	4 09	4 11	4 15
—	—	—	—	—	4 16	—	—	—	—	—	—	4 27
—	—	—	—	4 15	4 19	4 21	—	—	—	—	4 27	4 31
—	—	—	4 22	4 25	—	4 28	—	4 31	—	—	—	4 39
4 21	4 24	4 26	—	4 31	4 34	4 37	4 38	4 40	4 42	4 44	4 46	4 50
4 42	4 45	4 47	—	4 49	4 52	4 54	4 55	4 57	4 59	5 01	5 03	5 07
5 01	5 04	5 06	—	5 08	5 11	5 13	5 14	5 16	5 18	5 20	5 22	5 26
—	—	—	5 11	5 14	—	5 18	—	—	—	—	—	5 28
5 27	5 30	5 32	—	5 35	5 38	5 40	5 41	5 43	5 45	5 47	5 49	5 53
5 46	5 49	5 51	—	5 53	5 56	5 57	5 58	6 00	6 02	6 04	6 06	6 10
6 11	6 14	6 16	—	6 18	6 21	6 22	6 23	6 25	6 27	6 29	6 31	6 35
			6 47	‡6 49								
6 45	6 48	6 50	—	6 52	6 55	6 57	6 58	7 00	7 02	7 04	7 06	7 10
—	—	—	7 04	7 07	7 10	7 11	7 13	7 15	7 17	7 19	7 22	7 27
7 29	7 32	7 34	—	7 37	7 40	7 41	7 42	7 44	7 46	7 48	7 50	7 54
7 59	8 02	8 04	—	8 07	8 10	8 11	8 12	8 14	8 16	8 18	8 20	8 24
8 31	8 34	8 36	—	8 39	8 42	8 43	8 44	8 46	8 48	8 50	8 52	8 56
8 59	9 02	9 04	—	9 06	9 09	9 11	9 12	9 14	9 16	9 18	9 20	9 24
9 29	9 32	9 34	—	9 37	9 40	9 41	9 42	9 44	9 46	9 48	9 50	9 54
9 59	10 02	10 04	—	10 07	10 10	10 11	10 12	10 14	10 16	10 18	10 20	10 24
10 29	10 32	10 34	—	10 37	10 40	10 41	10 42	10 44	10 46	10 48	10 50	10 54
10 53	10 56	10 58	—	11 00	11 03	11 04	11 05	11 07	11 09	11 11	11 13	11 17
11 18	11 21	11 23	—	11 25	11 28	11 29	11 30	11 32	11 34	11 36	11 38	11 42
—	—	—	11 39	11 41	11 44	11 45	11 46	11 48	11 50	11 52	11 54	11 58
							a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
11 47	11 50	11 52	—	11 55	11 58	11 59	12 00	12 02	12 04	12 06	12 08	12 12
a.m.	a.m.	a.m.		a.m.	a.m.	a.m.						
12 07	12 10	12 12	—	12 14	12 17	12 18	a	a	a	a	a	12 30
—	—	—	—	—	12 51	12 53	a	a	a	a	a	1 04

‡Change trains. aStop if required to set down passengers.

TABLE 2—continued.

ADELAIDE, HENDON, AND GRANGE.

Saturdays.

Adelaide. R.	Bowden.	Croydon.	West Croydon.	Kilkenny.	Woodville Park.	Woodville.	Holdens.	Albert Park.	Hendon.	Seaton Park.	Golf Links.	Grange.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5 30	5 34	5 36	5 38	5 40	5 41	5 44	5 45	5 48	—	5 50	5 52	5 55
5 50	5 54	5 56	5 58	6 00	6 01	6 04	6 05	6 10	—	6 12	6 14	6 17
6 15	6 19	6 21	6 23	6 25	6 26	6 30	6 31	6 34	—	6 36	6 38	6 41
7 03	7 07	7 09	7 11	7 13	7 14	7 17	7 18	7 21	—	7 23	7 25	7 28
7 46	7 50	7 52	7 54	7 56	7 57	8 00	8 01	8 04	—	8 06	8 08	8 11
8 25	8 29	8 31	8 33	8 35	8 36	8 39	8 40	8 43	—	8 45	8 47	8 50
8 37	—	—	—	—	—	8 48	8 49	8 52	8 54	—	—	—
8 53	8 57	8 59	9 01	9 03	9 04	9 06	9 08	9 11	—	9 13	9 15	9 18
—	—	—	—	—	—	—	—	‡9 12	9 14	—	—	—
9 25	9 29	9 31	9 33	9 35	9 36	9 38	9 39	9 42	—	9 44	9 46	9 49
9 50	9 54	9 56	9 58	10 00	10 01	10 03	10 05	10 08	—	10 10	10 12	10 15
10 15	10 19	10 21	10 23	10 25	10 26	10 28	10 30	10 33	—	10 35	10 37	10 40
10 40	10 44	10 46	10 48	10 50	10 51	10 53	10 55	10 58	—	11 00	11 02	11 05
11 05	11 09	11 11	11 13	11 15	11 16	11 18	11 20	11 23	—	11 25	11 27	11 30
11 30	11 34	11 36	11 38	11 40	11 41	11 43	11 45	11 48	—	11 50	11 52	11 55
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
11 55	11 59	12 01	12 03	12 05	12 06	12 08	12 10	12 13	—	12 15	12 17	12 20
p.m.	p.m.											
12 00	—	—	—	—	—	12 12	12 13	12 16	12 18	—	—	—
12 20	12 24	12 26	12 28	12 30	12 31	12 33	12 35	12 38	—	12 40	12 42	12 45
—	—	—	—	—	—	—	—	‡12 39	12 41	—	—	—
12 45	12 49	12 51	12 53	12 55	12 56	12 58	1 00	1 03	—	1 05	1 07	1 10
1 10	1 14	1 16	1 18	1 20	1 21	1 23	1 25	1 28	—	1 30	1 32	1 35
1 35	1 39	1 41	1 43	1 45	1 46	1 48	1 50	1 53	—	1 55	1 57	2 00
2 00	2 04	2 06	2 08	2 10	2 11	2 13	2 15	2 18	—	2 20	2 22	2 25
2 25	2 29	2 31	2 33	2 35	2 36	2 38	2 40	2 43	—	2 45	2 47	2 50
2 50	2 54	2 56	2 58	3 00	3 01	3 03	3 05	3 08	—	3 10	3 12	3 15
3 15	3 19	3 21	3 23	3 25	3 26	3 28	3 30	3 33	—	3 35	3 37	3 40
3 40	3 44	3 46	3 48	3 50	3 51	3 53	3 55	3 58	—	4 00	4 02	4 05
4 05	4 09	4 11	4 13	4 15	4 16	4 18	4 20	4 23	—	4 25	4 27	4 30
4 30	4 34	4 36	4 38	4 40	4 41	4 43	4 45	4 48	—	4 50	4 52	4 55
4 55	4 59	5 01	5 03	5 05	5 06	5 08	5 10	5 13	—	5 15	5 17	5 20
5 20	5 24	5 26	5 28	5 30	5 31	5 33	5 35	5 38	—	5 40	5 42	5 45
5 33	5 37	5 40	5 42	5 44	5 46	5 49	5 50	5 53	5 55	—	—	—
5 45	5 49	5 51	5 53	5 55	5 56	5 58	6 00	6 03	—	6 05	6 07	6 10
6 10	6 14	6 16	6 18	6 20	6 21	6 23	6 25	6 28	—	6 30	6 32	6 35
6 35	6 39	6 41	6 43	6 45	6 46	6 48	6 50	6 53	—	6 55	6 57	7 00
6 45	—	—	—	—	—	6 56	6 57	7 00	7 02	—	—	—
6 58	7 02	7 04	7 06	7 08	7 09	7 12	7 15	7 18	—	7 20	7 22	7 25
7 25	7 29	7 31	7 33	7 35	7 36	7 38	7 40	7 43	—	7 45	7 47	7 50
7 50	7 54	7 56	7 58	8 00	8 01	8 03	8 05	8 08	—	8 10	8 12	8 15
8 15	8 19	8 21	8 23	8 25	8 26	8 28	8 30	8 33	—	8 35	8 37	8 40
8 40	8 44	8 46	8 48	8 50	8 51	8 53	8 55	8 58	—	9 00	9 02	9 05
9 05	9 09	9 11	9 13	9 15	9 16	9 18	9 20	9 23	—	9 25	9 27	9 30
9 30	9 34	9 36	9 38	9 40	9 41	9 43	9 45	9 48	—	9 50	9 52	9 55
9 55	9 59	10 01	10 03	10 05	10 06	10 08	10 10	10 13	—	10 15	10 17	10 20
10 20	10 24	10 26	10 28	10 30	10 31	10 33	10 35	10 38	—	10 40	10 42	10 45
10 45	10 49	10 51	10 53	10 55	10 56	10 59	11 00	11 03	—	11 05	11 07	11 10
11 06	11 10	11 12	11 14	11 16	11 17	11 20	11 21	11 24	—	11 26	11 28	11 31
11 18	—	—	—	—	—	11 29	11 30	11 33	11 35	—	—	—
												a.m.
11 37	11 41	11 43	11 45	11 47	11 48	11 50	11 51	11 54	—	11 56	11 58	12 01

TABLE 2—continued.

ADELAIDE, HENDON, AND GRANGE.

Saturdays.

Adelaide. R.	Bowden.	Croydon.	West Croydon.	Kilkenny.	Woodville Park.	Woodville.	Holdens.	Albert Park.	Hendon.	Seaton Park.	Golf Links.	Grange.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5 30	5 34	5 36	5 38	5 40	5 41	5 44	5 45	5 48	—	5 50	5 52	5 55
5 50	5 54	5 56	5 58	6 00	6 01	6 04	6 05	6 10	—	6 12	6 14	6 17
6 15	6 19	6 21	6 23	6 25	6 26	6 30	6 31	6 34	—	6 36	6 38	6 41
7 03	7 07	7 09	7 11	7 13	7 14	7 17	7 18	7 21	—	7 23	7 25	7 28
7 46	7 50	7 52	7 54	7 56	7 57	8 00	8 01	8 04	—	8 06	8 08	8 11
8 25	8 29	8 31	8 33	8 35	8 36	8 39	8 40	8 43	—	8 45	8 47	8 50
8 37	—	—	—	—	—	8 48	8 49	8 52	8 54	—	—	—
8 53	8 57	8 59	9 01	9 03	9 04	9 06	9 08	9 11	—	9 13	9 15	9 18
—	—	—	—	—	—	—	—	‡9 12	9 14	—	—	—
9 25	9 29	9 31	9 33	9 35	9 36	9 38	9 39	9 42	—	9 44	9 46	9 49
9 50	9 54	9 56	9 58	10 00	10 01	10 03	10 05	10 08	—	10 10	10 12	10 15
10 15	10 19	10 21	10 23	10 25	10 26	10 28	10 30	10 33	—	10 35	10 37	10 40
10 40	10 44	10 46	10 48	10 50	10 51	10 53	10 55	10 58	—	11 00	11 02	11 05
11 05	11 09	11 11	11 13	11 15	11 16	11 18	11 20	11 23	—	11 25	11 27	11 30
11 30	11 34	11 36	11 38	11 40	11 41	11 43	11 45	11 48	—	11 50	11 52	11 55
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
11 55	11 59	12 01	12 03	12 05	12 06	12 08	12 10	12 13	—	12 15	12 17	12 20
p.m.	p.m.											
12 00	—	—	—	—	—	12 12	12 13	12 16	12 18	—	—	—
12 20	12 24	12 26	12 28	12 30	12 31	12 33	12 35	12 38	—	12 40	12 42	12 45
—	—	—	—	—	—	—	—	‡12 39	12 41	—	—	—
12 45	12 49	12 51	12 53	12 55	12 56	12 58	1 00	1 03	—	1 05	1 07	1 10
1 10	1 14	1 16	1 18	1 20	1 21	1 23	1 25	1 28	—	1 30	1 32	1 35
1 35	1 39	1 41	1 43	1 45	1 46	1 48	1 50	1 53	—	1 55	1 57	2 00
2 00	2 04	2 06	2 08	2 10	2 11	2 13	2 15	2 18	—	2 20	2 22	2 25
2 25	2 29	2 31	2 33	2 35	2 36	2 38	2 40	2 43	—	2 45	2 47	2 50
2 50	2 54	2 56	2 58	3 00	3 01	3 03	3 05	3 08	—	3 10	3 12	3 15
3 15	3 19	3 21	3 23	3 25	3 26	3 28	3 30	3 33	—	3 35	3 37	3 40
3 40	3 44	3 46	3 48	3 50	3 51	3 53	3 55	3 58	—	4 00	4 02	4 05
4 05	4 09	4 11	4 13	4 15	4 16	4 18	4 20	4 23	—	4 25	4 27	4 30
4 30	4 34	4 36	4 38	4 40	4 41	4 43	4 45	4 48	—	4 50	4 52	4 55
4 55	4 59	5 01	5 03	5 05	5 06	5 08	5 10	5 13	—	5 15	5 17	5 20
5 20	5 24	5 26	5 28	5 30	5 31	5 33	5 35	5 38	—	5 40	5 42	5 45
5 33	5 37	5 40	5 42	5 44	5 46	5 49	5 50	5 53	5 55	—	—	—
5 45	5 49	5 51	5 53	5 55	5 56	5 58	6 00	6 03	—	6 05	6 07	6 10
6 10	6 14	6 16	6 18	6 20	6 21	6 23	6 25	6 28	—	6 30	6 32	6 35
6 35	6 39	6 41	6 43	6 45	6 46	6 48	6 50	6 53	—	6 55	6 57	7 00
6 45	—	—	—	—	—	6 56	6 57	7 00	7 02	—	—	—
6 58	7 02	7 04	7 06	7 08	7 09	7 12	7 15	7 18	—	7 20	7 22	7 25
7 25	7 29	7 31	7 33	7 35	7 36	7 38	7 40	7 43	—	7 45	7 47	7 50
7 50	7 54	7 56	7 58	8 00	8 01	8 03	8 05	8 08	—	8 10	8 12	8 15
8 15	8 19	8 21	8 23	8 25	8 26	8 28	8 30	8 33	—	8 35	8 37	8 40
8 40	8 44	8 46	8 48	8 50	8 51	8 53	8 55	8 58	—	9 00	9 02	9 05
9 05	9 09	9 11	9 13	9 15	9 16	9 18	9 20	9 23	—	9 25	9 27	9 30
9 30	9 34	9 36	9 38	9 40	9 41	9 43	9 45	9 48	—	9 50	9 52	9 55
9 55	9 59	10 01	10 03	10 05	10 06	10 08	10 10	10 13	—	10 15	10 17	10 20
10 20	10 24	10 26	10 28	10 30	10 31	10 33	10 35	10 38	—	10 40	10 42	10 45
10 45	10 49	10 51	10 53	10 55	10 56	10 59	11 00	11 03	—	11 05	11 07	11 10
11 06	11 10	11 12	11 14	11 16	11 17	11 20	11 21	11 24	—	11 26	11 28	11 31
11 18	—	—	—	—	—	11 29	11 30	11 33	11 35	—	—	—
												a.m.
11 37	11 41	11 43	11 45	11 47	11 48	11 50	11 51	11 54	—	11 56	11 58	12 01

TABLE 2—continued.

ADELAIDE, HENDON AND GRANGE.

Sundays.

Adelaide. R.	Bowden.	Croydon.	West Croydon.	Kilkenny.	Woodville Park.	Woodville.	Holdens.	Albert Park.	Hendon.	Seaton Park.	Golf Links.	Grange.
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12 35	12 39	12 41	12 43	12 45	12 46	12 49	12 50	12 53	—	12 55	12 57	1 00
1 05	1 09	1 11	1 13	1 15	1 16	1 18	1 19	1 22	—	1 24	1 26	1 29
1 10	—	—	—	—	—	1 22	1 25	1 28	1 30	—	—	—
1 35	1 39	1 41	1 43	1 45	1 46	1 48	1 49	1 52	—	1 54	1 56	1 59
—	—	—	—	—	—	—	—	‡1 53	1 55	—	—	—
2 10	2 14	2 16	2 18	2 20	2 21	2 23	2 24	2 27	—	2 29	2 31	2 34
2 40	2 44	2 46	2 48	2 50	2 51	2 53	2 54	2 57	—	2 59	3 01	3 04
3 06	3 10	3 12	3 14	3 16	3 17	3 20	3 21	3 24	—	3 26	3 28	3 31
3 35	3 39	3 41	3 43	3 45	3 46	3 48	3 49	3 52	—	3 54	3 56	3 59
4 05	4 09	4 11	4 13	4 15	4 16	4 19	4 20	4 23	—	4 25	4 27	4 30
4 45	4 49	4 51	4 53	4 55	4 56	4 59	5 00	5 03	—	5 05	5 07	5 10
5 20	5 24	5 26	5 28	5 30	5 31	5 33	5 34	5 37	—	5 39	5 41	5 44
6 00	6 04	6 06	6 08	6 10	6 11	6 13	6 14	6 17	—	6 19	6 21	6 24
6 35	6 39	6 41	6 43	6 45	6 46	6 48	6 49	6 52	—	6 54	6 56	6 59
7 05	7 09	7 11	7 13	7 15	7 16	7 18	7 19	7 22	—	7 24	7 26	7 29
7 50	7 54	7 56	7 58	8 00	8 01	8 03	8 04	8 07	—	8 09	8 11	8 14
8 25	8 29	8 31	8 33	8 35	8 36	8 38	8 39	8 42	—	8 44	8 46	8 49
8 52	8 56	8 59	9 01	9 03	9 05	9 07	9 08	9 11	9 13	—	—	—
9 15	9 19	9 21	9 23	9 25	9 26	9 28	9 29	9 32	—	9 34	9 36	9 39
9 50	9 54	9 56	9 58	10 00	10 01	10 03	10 04	10 07	—	10 09	10 11	10 14
10 20	10 24	10 26	10 28	10 30	10 31	10 34	10 35	10 38	—	10 40	10 42	10 45
10 55	10 59	11 01	11 03	11 05	11 06	11 08	11 09	11 12	—	11 14	11 16	11 19
11 20	11 24	11 26	11 28	11 30	11 31	11 33	11 35	11 38	—	11 40	11 42	11 45

GRANGE, HENDON AND ADELAIDE.

Sundays.

Grange.	Golf Links.	Seaton Park.	Hendon.	Albert Park.	Holdens.	Woodville.	Woodville Park.	Kilkenny.	West Croydon.	Croydon.	Bowden.	Adelaide. R.
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1 13	1 16	1 18	—	1 22	1 25	1 26	1 27	1 29	1 31	1 33	1 35	1 39
—	—	—	1 41	‡1 43	—	—	—	—	—	—	—	—
1 38	1 41	1 43	—	1 45	1 48	1 49	1 50	1 52	1 54	1 56	1 58	2 02
—	—	—	2 02	2 04	2 07	2 08	—	—	—	—	—	2 18
2 05	2 08	2 10	—	2 12	2 15	2 17	2 18	2 20	2 22	2 24	2 26	2 30
2 42	2 45	2 47	—	2 49	2 52	2 53	2 54	2 56	2 58	3 00	3 02	3 06
3 10	3 13	3 15	—	3 17	3 20	3 21	3 22	3 24	3 26	3 28	3 30	3 34
3 36	3 39	3 41	—	3 43	3 46	3 47	3 48	3 50	3 52	3 54	3 56	4 00
4 14	4 17	4 19	—	4 23	4 26	4 27	4 28	4 30	4 32	4 34	4 36	4 40
4 44	4 47	4 49	—	4 51	4 54	4 55	4 56	4 58	5 00	5 02	5 04	5 08
5 20	5 23	5 25	—	5 27	5 30	5 31	5 32	5 34	5 36	5 38	5 40	5 44
5 50	5 53	5 55	—	5 57	6 00	6 01	6 02	6 04	6 06	6 08	6 10	6 14
6 30	6 33	6 35	—	6 37	6 40	6 41	6 42	6 44	6 46	6 48	6 50	6 54
7 08	7 11	7 13	—	7 15	7 18	7 20	7 21	7 23	7 25	7 27	7 29	7 33
7 35	7 38	7 40	—	7 42	7 45	7 46	7 47	7 49	7 51	7 53	7 55	7 59
8 20	8 23	8 25	—	8 27	8 30	8 31	8 32	8 34	8 36	8 38	8 40	8 44
8 54	8 57	8 59	—	9 01	9 04	9 05	9 06	9 08	9 10	9 12	9 14	9 18
—	—	—	9 28	9 32	9 35	9 37	9 39	9 41	9 43	9 45	9 48	9 53
9 44	9 47	9 49	—	9 51	9 54	9 55	9 56	9 58	10 00	10 02	10 04	10 08
10 24	10 27	10 29	—	10 31	10 34	10 35	10 36	10 38	10 40	10 42	10 44	10 48
10 50	10 53	10 55	—	10 57	11 00	11 01	11 02	11 04	11 06	11 08	11 10	11 14
11 25	11 28	11 30	—	11 32	11 35	11 36	11 37	11 39	11 41	11 43	11 45	11 49
11 49	11 52	11 54	—	11 56	11 59	12 00	—	—	—	—	—	a.m. 12 10

‡ Change trains.

Border hopping: VR Passenger WTT 60/54 16th August 1954

State Capital:	Melbourne (Spencer Street)
Major Town:	Echuca
Junction Station:	Barnes
Station A:	Wakool
Terminus:	Balranald

The Border Railways Act of 1922 authorised the Victorian Railways to construct and operate broad gauge railways in the Riverina and far south western regions of New South Wales. Opening on 26th March 1926, Balranald Junction (later known as Barnes) to Balranald was one of these lines. The passenger service was mostly provided by mixed or car goods trains, although a Leyland rail motor ran briefly from 31st May 1926 until early 1927. The car goods was replaced by a platform seat in the van of the goods trains during 1948 and the goods train indemnity was required to be signed before travel. Inauguration of the Walker railcar to Balranald occurred on 17th August 1953, replacing the platform seat accommodation. The Walker railcar was replaced by a DERM in 1968 and the DERM provided a connecting goods service from Moulamein to Balranald one day per week. The rail passenger service on the line was withdrawn on 10th November 1975. A weekly Balranald (only) railway passenger service from Melbourne was reintroduced with the takeover of the Ansett Roadways' Melbourne to Mildura bus service in 1984. The railway from Moulamein to

13 W.T.T. 60/54

ECHUCA–BALRANALD.

DOWN.	63 PASS. MON., THURS.	47 Diesel Rail Car (102 H.P.) Alternate Fri.	UP.	2 Diesel Rail Car (102 H.P.) Tues., Fri.	
	A.M.	P.M.		A.M.	
MELBOURNE (Spencer Street) dep.	8 15		**BALRANALD** ... dep.	5 35	...
Bendigo ... arr.	11 20 Diesel Rail Car (280 H.P.)		Yangalake	5 45§	...
Bendigo ... dep.	11 55		Impimi	5 57§	...
	P.M.		Perekerten	6 17§	...
Echuca ... arr.	1 19 Diesel Rail Car (102 H.P.)		Berambong	6 33§	...
			Moulamein	6 43	...
			Dhuragoon	6 59§	...
			Niemur	7 8§	...
			Jimaringle	7 15§	...
			Burraboi	7 27§	...
Echuca ... dep.	1 40	3 0	Wakool ... arr.	... Tues., Fri., (Alternate Sat.)	...
Moama	1 46*	3 6*	Wakool ... dep.	7 43	...
Barnes	1 58	3 18	Yallakool	7 57§	...
Benarca	2 11§	3 31§	Caldwell	8 11§	...
Womboota	2 22§	3 42§	Tantonan	8 24§	...
Thyra	2 33§	3 53§	Bunnaloo	8 37§	...
Bunnaloo	2 45§	4 5§	Thyra	8 48§	...
Tantonan	2 58§	4 18§	Womboota	8 59§	...
Caldwell	3 11§	4 31§	Benarca	9 10§	...
Yallakool	3 25§	4 45§	Barnes	9 30	...
Wakool ... arr.	...	5 5	Moama	9 41*	...
Wakool ... dep.	3 42		Echuca ... ... arr.	9 47	...
Burraboi	3 57§			Diesel Rail Car (280 H.P.)	
Jimaringle	4 10§		Bendigo dep.	10 13	...
Niemur	4 17§		Bendigo arr.	11 30	...
Dhuragoon	4 26§		Bendigo	PASS. noon	
Moulamein	4 44		Bendigo dep.	12 0	...
Berambong	4 54§		**MELBOURNE** (Spencer Street) arr.	P.M. 2 25	...
Perekerten	5 10§				
Impimi	5 30§				
Yangalake	5 42§				
BALRANALD ... arr.	6 0				

Commencing Friday 6/8/1954.

Commencing Saturday 7/8/1954

Balranald closed on 8th December 1986 and the V/Line bus ceased its weekly trip via Balranald on 2nd April 2006. Despite some very large silo complexes along the way, the railway from Barnes to Moulamein has been booked out for some time now. The initial Walker rail car service provided an interesting shoppers' service from Wakool into Echuca on alternate Fridays and an additional Saturday morning train into Echuca on alternate weeks. This local working last ran on Fri/Sat 26th/27th November 1954. So it lasted for just over a year which is not surprising given the very low population that it served. But good on VR for trying! (This withdrawal dates VR's November 1954 Country PTT to Monday 29th November as the Wakool local isn't shown in it.)

Isolated line: QR PTT 19th May 1924

Port:	Cooktown
Station A:	Wilton
Terminus:	Laura

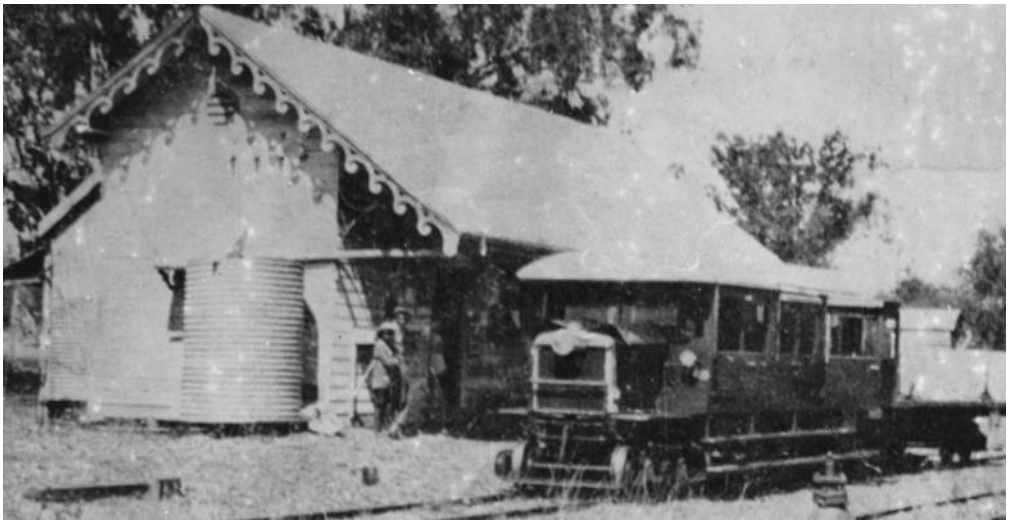
There were only two isolated government lines in Queensland – Cooktown to Laura (67 mi, 108 km) and Normanton to Croydon (94 mi, 152 km). Both lines extended to wharves. So our seafaring chef is Captain James Cook and the girl's name is Laura, the first station north of Gladstone on SAR's Wilmington line. [Wilmington is also a QR station, it being between Bowen and Home Hill on the North Coast Line.] Cooktown Wharf to Palmer Road opened on 30th November 1885, Palmer Road to Sandown on 20th June 1887, followed by Sandown to Laura on 8th October 1888. Laura to the water tank at the riverbank became available in 1890 and a test train crossed the Laura River bridge on 10th October 1891 on the proposed extension to the Palmer goldfield. QR closed the line on 31st January 1903 and the Cooktown Municipal Council assumed control on 14th September 1903, running its first train on 16th September 1903. QR resumed control of the railway on 1st July 1904. The first rail motor (RM 6 *Captain Cook*) arrived late in 1916, a trial run operated on 17th November 1916 and it entered traffic in February 1917. The last steam working occurred in November 1927 and the section from Laura to the river bridge was removed about 1930. The last train to Laura ran on Thursday 28th December 1961, with the line being closed on 31st December 1961, at a time when roads in the area were impassable. However, an emergency run to Laura took place on 3rd March 1962, returning on 4th March – it was delivering supplies as the road was still untrafficable. Wilton locals operated throughout the 1920s. The best service that I've seen for the Cooktown Railway was in 1889 when trains ran Monday, Wednesday, Friday and Saturday.

COOKTOWN RAILWAY.

To Laura—Read Down. **From Laura—Read Up.**

Height above High Water.	Miles from Cooktown.	—	—	Motor Tues. only.	Alternate Thursdays. Train.	Alternate Thursdays. Motor	Stations.	Alternate Thursdays. Motor	Alternate Thursdays. Train.	Motor Tues. only.	Fares from Cooktown. Single. 1 cl.	Single. 2 cl.	Excursion. 1 cl.	Excursion. 2 cl.
Ft.	Miles	...	...	a.m.	a.m.	a.m.					s. d.	s. d.	s. d.	s. d.
5	...	...	...	9 0	7 0	7 0	dep COOKTOWN ... arr	3 0	6 30	11 30	...	...	...	...
1	1	...	...	d	d	d	Racecourse	d	d	d	0 4	0 3	...	...
36	2	...	...	d	d	d	Ballast Siding ...	d	d	d	0 5	0 4	...	...
7	4	...	...	d	d	d	Asmus	d	d	d	0 10	0 8	...	...
15	5	...	...	d	d	d	Marton	d	d	d	1 1	0 9	...	...
23	6	...	...	d	d	d	Police Camp	d	d	d	1 4	0 10	...	...
52	9	...	...	d	d	d	Jansen	d	d	d	1 11	1 4	3 10	2 7
106	12	...	...	d	d	d	Flaggy	d	d	d	2 6	1 9	3 10	2 7
120	14	...	...	10 0	d	d	Wilton	d	d	10 30	3 0	2 1	4 7	3 2
156	17	...	...	●	d	d	16 m. 44 ch. Siding ...	d	d	...	3 5	2 4	5 3	3 5
349	25	...	...	...	d	d	Alderbury	d	d	...	4 11	3 2	7 5	4 10
300	28	...	...	...	d	d	28 m. 30 ch. Siding ...	d	d	...	5 5	3 9	8 2	5 8
371	33	...	...	...	d	d	Battle Camp	d	d	...	6 0	4 1	8 11	6 1
224	45	...	...	...	d	d	Welcome	d	d	...	8 4	5 8	12 5	8 7
278	59	...	...	...	d	d	Deighton ...	d	d	...	10 6	7 0	15 9	10 6
284	63	...	...	...	d	d	Ballast Siding ...	d	d	...	11 0	7 3	16 6	11 0
290	67	...	...	...	12 30	11 0	arr LAURA ... ... dep	11 30 a.m.	1 30 p.m.	... a.m.	11 9	7 9	17 9	11 9

Rail Motor—one class only—and train run on alternate Thursdays.



Private Railway: Suburban PTT 9th August 1937

State Capital: Melbourne (Flinders St)
End of Electrification: Lilydale
Gov't Junction Station: Yarra Junction
Terminus: Powelltown

Private railways, often known as tramways for legal reasons, were widely scattered over Australia. Some, such as the Silverton Tramway in New South Wales and the Midland Railway in Western Australia, were normal railways in every way whereas others, such as ours, were definitely not part of any ordinary railway system. The Victorian Hardwood Co. Pty. Ltd. operated a large number of timber tramways in the Great Dividing Range east of Melbourne. However, the 10½ mi (16.8 km) section from Yarra Junction to Powelltown was a narrow gauge (3 ft. 0 in (914 mm)) common carrier railway carrying sawn timber, normal goods traffic and passengers. Connection was made at Yarra Junction with the VR's Warburton line. The passenger stations were Powelltown, Gladysdale, Blacksands, Three Bridges, Gilderoy and Yarra Junction. Different references give some conflicting dates for the tramway so I'll let you decide – Yarra Junction to Powelltown opened during May 1913 and the passenger service appears to have been introduced about July 1913; one source states that Yarra Junction to Powelltown was closed in January 1939 but the service appears in 1st March 1939 VR suburban PTT (was this a statement of hope following the Black Saturday bushfires?); another source believes that the passenger service was withdrawn during 1942 but it isn't shown in 13th October 1941 PTT; the last train on the tramway to Yarra Junction may have been as late as July 1944. Warburton trains often ran combined with Healesville trains to Lilydale although some connected with suburban electric trains. A VR road motor service operated to Warburton as an adjunct to the rail service during the period 14th March 1927 to 19th May 1941 – it ran to La La (the ½ mi (0.8 km) railway extension to the east of Warburton station) for its entire existence (presumably, the bus was stabled at the loco depot there). It operated to Melbourne for its first 4 months and, at times, some trips connected with suburban trains at Croydon instead of Lilydale.

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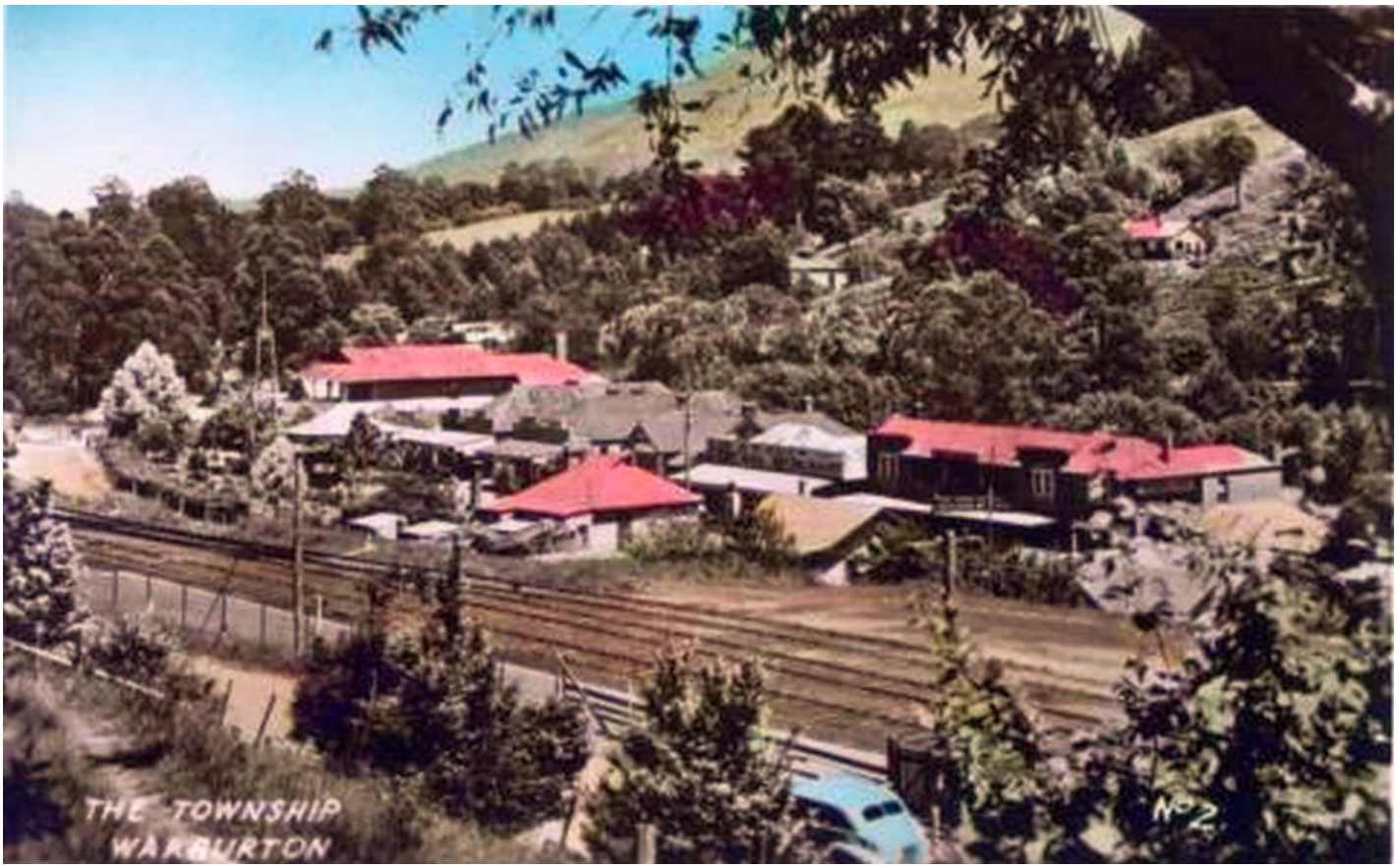


REFRESHMENT ROOMS ARE SITUATED AT LILYDALE.

Table 117

MELBOURNE—HEALESVILLE.

READ DOWN.

a.m.	p.m.	p.m.	p.m.	p.m.	a.m.		READ UP. a.m.	p.m.	p.m.	p.m.	p.m.
						Melbourne					
5 25	1 5	1 18	5 0	6 10	9 0	*Lv.... (Flinders-st.) R ..Ar.*	9 4	12 53	9 28	10 5	9 2
..	..	..	..	..	9*f* 4	..... Richmond	..	12*g*49	9*g*24	10*g* 1	8*g*57
..	..	..	..	..	..	..... East Richmond	..	..	..	..	..
..	..	..	..	..	..	..... Burnley	..	..	..	..	..
..	..	..	..	..	..	..... Hawthorn	..	..	..	..	..
..	..	..	..	..	..	..... Glenferrie	8*g*53	..	9*g*13	9*g*53	8*g*49
..	..	..	..	..	..	..... Auburn	..	..	..	..	..
5*f*36	..	..	..	..	9*f*14	..... Camberwell	..	12*g*41	9*g* 8	9*g*49	8*g*44
..	..	..	..	..	..	.... East Camberwell	..	..	..	..	..
..	..	..	..	..	..	..... Canterbury	..	..	9*g* 5	9*g*44	8*g*38
..	..	..	..	..	..	..... Chatham	..	..	..	..	..
..	..	..	..	..	..	..... Surrey Hills	..	..	..	..	..
..	..	..	..	..	..	..... Mont Albert	..	..	..	..	..
5*f*46	1*f*26	1*f*42	5*f*20	6*f*30	9*f*27	..... Box Hill	8*g*42	12*g*32	9*g* 0	9*g*39	8*g*31
..	1 29	1 45	..	..	..	..... Blackburn	..	12 27	*a*	*a*	..
..	1 32	1 48	..	..	..	..... Tunstall	..	12 24	..	..	..
..	1 35	1 51	..	..	..	..... Mitcham	..	12 21	..	..	8*g*21
5 58	1 39	1 55	5 34	6 42	9 42	..... Ringwood	8 29	12 18	8 46	9 26	8 15
..	1 42	..	5 37	6 45	9	.... Ringwood East	..	12 15	..	9 22	8 10
9 5	1 47	2 2	5 42	6 49	9 50	..... Croydon	8 22	12 11	8 40	9 19	8 6
9 10	1 52	2 7	5 47	6 55	9 57	..... Mooroolbark	8 16	12 6	8 35	9 13	8 0
9 17	1 59	2 14	5 54	7 1	10 7	*Ar..... Lilydale R ....Lv.*	8 8	12 0	8 27	9 7	7 50
9 27	2 9	2 22	6 2	7 8	10 15	*Lv..... ,, ...Ar.*	7 58	11 52	8 19	8 59	7 45
9 33	2 15	2 28	6 8	7 14	10 22	..... Coldstream	7 52	11 40	8 10	8 52	7 39
9 40	2 22	2 35	6 13	7 19	10 30	..... Yering	7 45	11 33	8 2	8 45	7 30
9 49	2 32	2 43	6 19	7 25	10 37	..... Yarra Glen	7 36	11 25	7 53	8 37	7 24
9 58	2 40	2 51	6 28	7 34	10 44	..... Tarrawarra	7 26	11 11	7 43	8 29	7 16
10 15	3 0	3 5	6 42	7 48	10 55	*Ar..... Healesville ....Lv.*	7 15	11 0	7 30	8 15	7 5
a.m.	p.m.	p.m.	p.m.	p.m.	a.m.		a.m.	a.m.	p.m.	p.m.	p.m.

DAILY. SATURDAYS EXCEPTED. SATURDAYS. SATURDAYS EXCEPTED. SATURDAYS. SUNDAYS.

DAILY. SATURDAYS EXCEPTED. SATURDAYS. SUNDAYS.

Table 118

MELBOURNE—WARBURTON.

READ DOWN.

a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		READ UP. a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
							Melbourne								
8 25	1 36	1 55	5 0	6 10	9 10	9 10	*Lv... (Flinders-st.) R ..Ar.*	9 4	9 57	12 53	2 11	7 1	8 30	9 45	10 12
..	1 39	1 58	..	..	9*f*14	9 13	..... Richmond	..	9*g*53	12*g*49	2 7	6*g*57	8*g*25	9*g*39	10 8
..	1 40	1 59	..	..	..	9 14	.... East Richmond	..	..	..	2 6	..	..	..	10 7
..	1 42	2 1	..	..	..	9 16	..... Burnley	..	..	..	2 4	..	..	..	10 5
..	1 45	2 4	..	..	..	9 19	..... Hawthorn	..	9 49	..	2 2	6*g*52	8*g*20	..	10 2
..	1 47	2 6	..	..	..	9 21	..... Glenferrie	8*g*53	9*g*46	..	2 0	..	..	9*g*31	9 59
..	1 49	2 8	..	..	..	9 23	..... Auburn	..	..	..	1 58	..	..	..	9 57
8*f*36	1 52	2 10	..	..	..	9 25	..... Camberwell	..	9*g*43	12*g*41	1 56	6*g*48	8*g*15	9*g*26	9 55
..	1 54	2 12	..	..	..	9 27	.... East Camberwell	..	..	..	1 54	..	..	..	9 53
..	1 56	2 14	..	..	..	9 29	..... Canterbury	..	..	..	1 52	6*g*43	8*g*10	..	9 51
..	1 58	2 16	..	..	..	9 31	..... Chatham	..	..	..	1 50	..	..	..	9 49
..	2 0	2 18	..	..	..	9 33	..... Surrey Hills	..	..	..	1 49	..	..	..	9 48
..	2 2	2 20	..	..	..	9 35	..... Mont Albert	..	..	..	1 47	..	..	..	9 46
8*f*46	2 5	2 22	5*f*20	6*f*30	9*f*37	9 37	..... Box Hill	8*g*42	9*g*34	12*g*32	1 45	6*g*37	8*g*5	9*g*13	9 44
..	2 8	2 25	..	..	..	9 40	..... Blackburn	..	..	12 27	1 41	..	8 1	*d*	9 40
..	2 11	2 28	..	..	..	9 43	..... Tunstall	..	..	12 24	1 38	..	7 58	*d*	9 37
..	2 14	2 31	..	..	..	9 46	..... Mitcham	..	..	12 21	1 35	..	7 55	*d*	9 34
8 58	2 18	2 35	5 34	6 42	9 52	9 50	..... Ringwood	8 29	9 23	12 18	1 32	6 26	7 52	8 55	9 31
..	2 21	2 38	5 37	6 45	9 55	9 53	.... Ringwood East	..	9 20	12 15	1 29	..	7 49	..	9 28
9 5	2 25	2 42	5 42	6 49	10 0	9 57	..... Croydon	8 22	9 16	12 11	1 25	6 19	7 45	8 46	9*c*24
9 10	2 31	2 47	5 47	6 55	10 7	10 2	..... Mooroolbark	8 16	9 9	12 6	1 20	6 14	7 39	8 40	..
9*c*17	2*c*37	2*c*53	5 54	7 1	10 17	10 *c* 8	*Ar..... Lilydale R ....Lv.*	8 8	9 0	12 0	1 14	6 8	7 32	8 31	8 50
		Road Motor				Road Motor				p.m.					
9 30	2 45	3 3	6 7	7 13	10 25	10 20	*Lv..... ,, ...Ar.*	7*c*56	8*c*55	11*c*50	1 *c* 7	6 0	7 15	8 23	..
9 50	3 5	Note	6 28	7 34	10 46	Note	..... Mount Evelyn	7 44	8 42	Note	12 54	5 48	7 0	8 11	Note
9 59	3 14	3 17	6 37	7 43	10 56	10 34	..... Wandin	7*g*27	8 29	11 33	12 42	5 32	6 41	7 59	8 33
10 4	3 19	3 23	6 47	7 49	11 2	10 40	..... Seville	..	8 19	11 25	12 34	5 23	6 30	7 51	8 25
10 10	3 25	..	6 53	7 55	11 8	..	..... Killara	..	8 11	..	12 27	5 15	6 21	7 45	..
10 16	3 31	3 38	6 56	8 0	11 15	10 55	..... Woori Yallock	..	8 3	11 10	12 20	5 8	6 13	7 38	8 10
10 27	3 42	3 50	7 9	8 11	11 26	11 7	.... Launching Place	..	7 52	10 58	12 9	4 57	6 2	7 27	7 58
10 33	3 47	3 54	7 16	8 18	11 31	11 11	.... Yarra Junction	..	7 46	10 51	12 5	4 51	5 56	7 20	7 51
											p.m.				
10 41	3 53	..	7 22	8 24	11 37	..	..... Wesburn	..	7 40	..	11 59	4 45	5 50	7 13	..
10 46	3 57	..	7 27	8 29	11 42	..	..... Millgrove.....	..	*a*	..	11 56	*a*	*a*	7 8	..
11 0	4 7	4 16	7 38	8 40	11 52	11 33	*Ar..... Warburton ....Lv.*	..	7 30	10 30	11 50	4 35	5 40	7 0	7 30
a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.

DAILY. SATURDAYS EXCEPTED. SATURDAYS. SUNDAYS.

DAILY. TRAIN. SATURDAYS. SATURDAYS EXCEPTED. SUNDAYS. TRAIN, SUNDAYS. ROAD MTR. SUNDAYS.

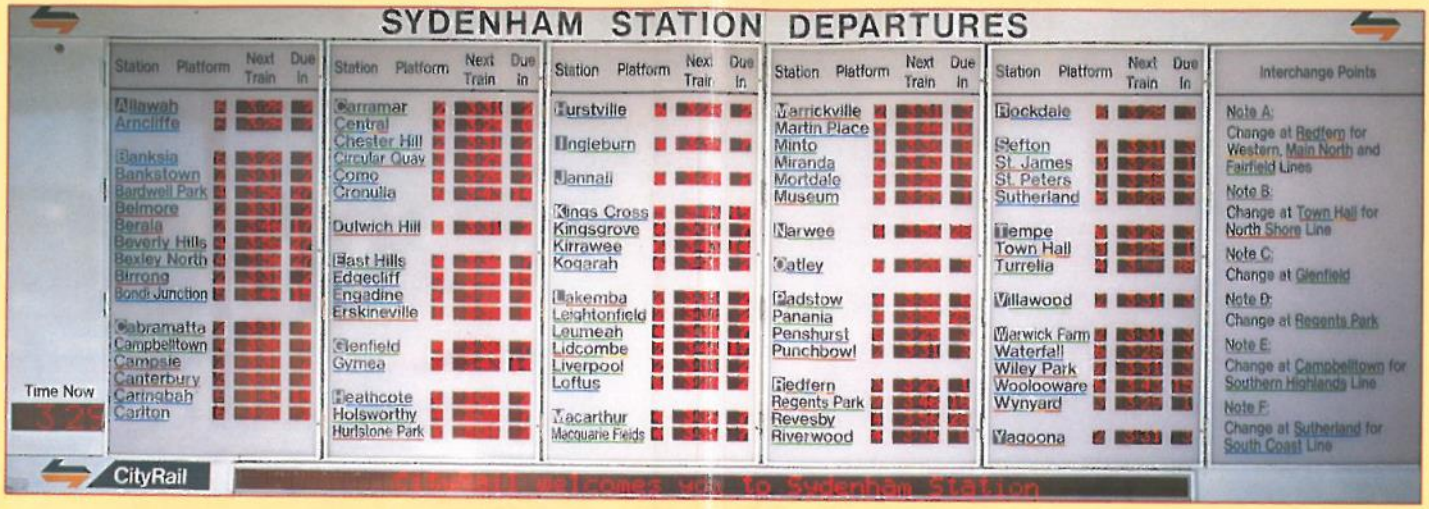
NOTE.—Road Motor does not call at Mount Evelyn. *c* Car Goods to Lilydale.

A Tramway Line, owned by the Victorian Hardwood Company, extends from Yarra Junction to Powelltown, and the Company notifies that trams run as under :—

		Daily. a.m.	Sats. p.m.	Mon. & Fri. p.m.
POWELLTOWN ..	*dep.*	8 30	1 15	3 30
YARRA JUNCTION ..	*arr.*	9 30	2 30	4 45

		Daily. a.m.	Sats. p.m.	Mon. & Fri. p.m.
YARRA JUNCTION ..	*dep.*	10 45	3 45	5 30
POWELLTOWN ..	*arr.*	11 45	4 45	6 30

These are the times as supplied by Tramway Company, and the Commissioners are not responsible for their accuracy or any changes that the Company may make during the currency of this publication.



ALPHABETICAL INDICATOR

The new Concourse Indicator lists, in alphabetical order, all CityRail and Countrylink **Stations** which are directly serviced. This new feature assists you to quickly find any **Station** listed on the indicator. You no longer have to be familiar with any of the stopping patterns to easily locate the **Station** you need.

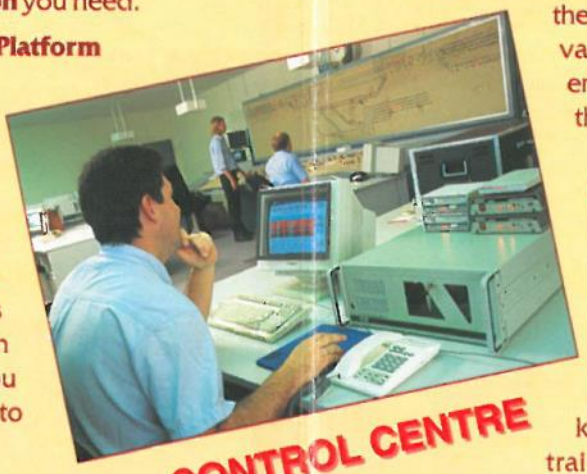
The indicator also shows you the **Platform** that your train will arrive on.

The **Next Train** feature indicates the time of the first available service to arrive at your destination.

Due In counts down in minutes until your train arrives. It is updated by the SPI Operator when variations occur. In this way you know exactly how long you have to wait for your next train.

The Concourse Indicator also gives you **Interchange Information** which confirms where you have to change trains for another line.

There is also a scrolling display for **Special Messages** for updated information about our services.



CONTROL CENTRE

CONTROL CENTRE

All SPI indicators are controlled by an Operator in the nearest signal complex.

The SPI Operator obtains the most up-to-date information on the movement of trains and updates the times displayed for any services which vary from their scheduled time. This ensures that all information displayed on the indicators is accurate and timely.

COUNTDOWN FUNCTION

The countdown function on the SPI indicators is a major improvement in passenger information.

Surveys of CityRail customers indicate that passengers like to know how many minutes away their train is and to have the information updated if their train is not running as scheduled.

This is exactly what happens with the SPI indicators. The **due in** field on the new indicators not only shows how many minutes away your train is from the station but also counts down the minutes until the train arrives.

Remember these? - it seems like only yesterday — BUT it was, in fact, over three decades ago. That looks like a Tape drive for an ancient PDP computer on the Operator's desk. The illustration shown is the installation at Sydenham station, one of two on the system. These were part of what was ballyhooed as "The SPI Program". They were hopeless – not least because the red LEDs were invisible to colour-blind people—as the couple in the photo at right appear to be. More information: ARHS website, *Railway Digest* April 1992, p. 162. Thanks to Ross Willson for opening my eyes to this.

Comment on this article –Letter to Editor, Facebook

Bringing You
CLEAR
ACCURATE
UPDATED
Station Passenger Information