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A journal of transport timetable history and analysis



Inside: All that Jazz
Bus—Maximus; Coach-Minimus
Nellie Melba's fleas
Interrupted journeys

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Milton—junction station for NZR's Roxburgh branch, which features in Victor Isaacs' story: *Interrupted Journeys*

All that Jazz

GORDON DUDMAN *reflects on the Liverpool Street Commuter services*

Mention ‘Liverpool Street’ to many railway aficionados and fairly quickly the term ‘Jazz Service’ will work its way into the discussion. What then was the ‘Jazz’? Why has it become a bi-word for intensive commuter railway operations? Is Liverpool Street really the busiest station in London?

All these questions and more, have encouraged me to record the development of Liverpool Street and its train services.

A new station, in the heart of the City of London was deemed necessary by the directors of the Great Eastern Railway. The original terminus, opened on 27 July 1847, was located on the edge of the city in the area that borders the areas now known as Hoxton, Shoreditch and Spittlefields and was named ‘Bishopsgate’.

The partially completed Liver-

pool Street station was opened to local trains from 2 October 1874, opening fully on 1 November 1875. That station would now be recognised as being platforms 1 to 10; sometimes referred to as the ‘West Side’. What today nestles under the Broadgate development as the ‘East Side’ platforms 11 to 18 were added in 1894.

Demand for suburban services

continued to grow until in 1913 some trains were reportedly carrying between 1200 and 1400 passengers. Growth continued after 1918 when electrification was first considered. (The London Brighton & South Coast Railway had introduced electric services on its ‘South London Line’ between Victoria and London Bridge in 1906). The estimate, at three million



Liverpool St	5.00	5.02	5.04	..	5.08	5.10	5.12	5.14	5.18	5.20	5.22	5.24	5.28	5.30	5.32	5.34	5.38	5.40	..	5.42	5.44	5.48	5.50	5.52	5.54	5.58	6.00	6.02
Bethnal Green	..	5.06	5.08	..	..	..	5.15	5.18	..	..	5.26	5.28	..	..	5.36	5.38	..	..	..	5.46	5.48	..	..	5.56	5.58	..	..	6.06
Cambridge Heath	5.05	..	..	..	..	..	..	..	..	5.25	..	..	..	..	..	..	..	5.45	..	..	..	..	..	..	..	..	..	6.05
London Fields	..	..	..	..	..	5.17	..	..	..	..	..	..	..	5.37	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hackney Downs	5.09	5.11	..	..	..	5.19	5.21	..	..	5.29	5.31	..	..	5.39	5.41	..	..	5.49	..	5.51	..	..	..	6.01	..	..	6.09	6.11
Rectory Road	..	..	5.16	..	..	..	..	5.26	..	..	..	5.36	..	..	..	5.46	..	..	..	..	5.56	..	..	..	6.06	..	..	..
Stoke Newington	5.13	..	5.18	..	..	5.23	..	5.28	..	5.33	..	5.38	..	5.43	..	5.48	..	5.53	..	5.59	..	6.03	..	6.08	..	6.13	..	..
Stamford Hill	5.16	..	5.21	..	..	5.26	..	5.31	..	5.36	..	5.41	..	5.46	..	5.51	..	5.56	..	..	6.01	..	6.06	..	6.11	..	6.16	..
North Woolwich	..	..	..	4.43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5.21	..	..	..	..	..	..	..	..
Seven Sisters	arr	5.19	..	5.23	..	5.29	..	5.32	..	5.39	..	5.43	..	5.48	..	5.52	..	5.59	..	..	6.03	..	6.08	..	6.12	..	6.19	..
	dep	..	..	..	5.27	..	..	5.33	..	..	..	..	..	..	..	5.53	..	..	6.02	..	..	..	..	..	6.13	..	..
West Green	..	..	..	5.29	..	..	..	5.36	..	..	..	..	..	..	..	5.56	..	..	6.04	..	..	..	..	..	6.16	..	..
Noel Park	..	..	..	5.33	..	..	..	5.40	..	..	..	..	..	..	..	6.00	..	..	6.08	..	..	..	..	..	6.20	..	..
Palace Gates	..	..	..	5.36	..	..	..	5.43	..	..	..	..	..	..	..	6.03	..	..	6.11	..	..	..	..	..	6.23	..	..
Bruce Grove	5.21	..	5.26	..	..	5.31	..	..	..	5.41	..	5.46	..	5.51	..	..	..	6.00	..	..	6.06	..	6.11	..	..	..	6.21	..
White Hart Lane	5.24	..	5.29	..	..	5.34	..	..	..	5.44	..	5.49	..	5.54	..	..	..	6.04	..	..	6.09	..	6.14	..	..	..	6.24	..
Silver Street	5.27	..	5.32	..	..	5.37	..	..	..	5.47	..	5.52	..	5.57	..	..	..	6.07	..	..	6.12	..	6.17	..	..	..	6.27	..
Lower Edmonton	5.30	..	5.34	..	..	5.29	..	..	..	5.50	..	5.54	..	5.59	..	..	..	6.10	..	..	6.14	..	6.19	..	..	..	6.30	..
Bush Hill Park	5.34	..	5.38	..	..	5.43	..	..	..	5.54	..	5.58	..	6.03	..	..	..	6.14	..	..	6.18	..	6.23	..	..	..	6.34	..
Enfield Town	5.37	..	5.41	..	..	5.46	..	..	..	5.57	..	6.01	..	6.06	..	..	..	6.17	..	..	6.21	..	6.26	..	..	..	6.37	..
Clapton	..	5.15	..	..	..	5.25	..	..	..	5.35	..	..	..	..	5.45	..	..	..	5.55	..	..	..	..	6.05	..	..	6.15	..
Walthamstow St James St	..	5.19	..	..	5.23	..	5.29	..	5.33	..	5.39	..	..	5.43	..	5.49	..	5.53	..	5.59	..	6.03	..	6.09	..	6.13	..	6.19
Walthamstow Hoe St	..	5.22	..	..	5.26	..	5.32	..	5.36	..	5.42	..	5.46	..	5.52	..	5.56	..	..	6.02	..	6.06	..	6.12	..	6.16	..	6.22
Walthamstow Wood St	..	5.25	..	..	5.29	..	5.35	..	5.39	..	5.45	..	5.49	..	5.55	..	5.59	..	..	6.05	..	6.09	..	6.15	..	6.19	..	6.25
Highams Park	..	5.29	..	..	..	5.39	..	..	..	5.49	..	..	..	..	5.59	..	..	..	..	6.09	..	..	..	6.19	..	..	..	6.29
Chingford	..	5.35	..	..	..	5.45	..	..	..	5.55	..	..	..	..	6.05	..	..	..	..	6.15	..	..	..	6.25	..	..	..	6.35

Liverpool St	4.59	5.02	..	5.06	5.08	5.11	5.16	5.20	5.26	5.28	5.31	..	5.36	5.39	5.42	..	5.46	5.48	5.52	5.58	6.02	
Bethnal Green	..	5.05	..	..	5.12	5.14	..	5.23	..	5.32	5.34	..	..	5.43	5.45	..	..	5.52	5.55	6.02	6.05
Cambridge Heath	..	5.07	..	..	..	5.16	..	5.25	..	..	5.36	..	..	..	5.47	..	..	..	5.57	..	6.07
London Fields	..	5.10	..	..	..	5.19	..	5.28	..	..	5.39	..	..	..	5.50	..	..	..	6.00	..	6.10
Hackney Downs	5.07	5.12	..	5.14	5.17	5.21	..	5.30	..	5.37	5.41	..	..	5.49	5.52	..	..	5.57	6.02	6.07	6.12
Rectory Road	..	5.14	..	..	..	5.23	..	5.32	..	..	5.43	..	..	..	5.54	..	..	..	6.04	..	6.14
Stoke Newington	..	5.16	..	..	..	5.25	..	5.34	..	..	5.45	..	..	..	5.56	..	..	..	6.06	..	6.16
Stamford Hill	..	5.19	..	..	..	5.28	..	5.37	..	..	5.48	..	..	..	5.59	..	..	..	6.09	..	6.19
North Woolwich	..	..	4.44	..	..	..	..	..	..	..	..	5.18	..	..	..	5.34	..	..	..	..	..
Seven Sisters	arr	..	5.20	5.18	5.29	..	5.38	5.49	5.51	6.00	6.07	6.10	..	6.20
	dep	..	5.21	5.23	5.30	..	5.39	5.50	5.52	6.01	6.08	6.11	..	6.21
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White Hart Lane	..	5.26	5.35	..	5.44	5.55	6.06	6.16	..	6.26	
Silver Street	..	5.28	5.37	..	5.46	5.57	6.08	6.18	..	6.28	
Lower Edmonton	..	5.30	..	..	..	5.39	..	5.48	..	..	5.59	..	..	..	6.10	..	..	..	6.20	..	6.30
Bush Hill Park	..	5.33	..	..	..	5.42	..	5.51	..	..	6.02	..	..	..	6.13	..	..	..	6.23	..	6.33
Enfield Town	..	5.36	..	..	..	5.45	..	5.54	..	..	6.06	..	..	..	6.16	..	..	..	6.26	..	6.36
Clapton	5.11	..	..	..	5.21	..	5.26	..	..	5.41	..	..	..	5.52	..	..	..	6.01	..	6.11	..
Walthamstow St James St	5.15	..	..	5.20	5.25	..	5.30	..	5.41	5.45	..	..	5.49	5.56	..	..	6.01	6.05	..	6.15	..
Walthamstow Hoe St	5.18	..	..	5.23	5.28	..	5.33	..	5.44	5.48	..	..	5.52	5.59	..	..	6.04	6.08	..	6.18	..
Walthamstow Wood St	5.21	..	..	5.26	5.31	..	5.36	..	5.47	5.51	..	..	5.55	6.02	..	..	6.07	6.11	..	6.21	..
Highams Park	5.25	..	..	5.30	5.35	..	5.40	..	5.51	5.55	..	..	5.59	6.06	..	..	6.11	6.15	..	6.25	..
Chingford	5.31	..	..	5.36	5.41	..	5.46	..	5.57	6.01	..	..	6.05	6.12	..	..	6.17	6.21	..	6.31	..






Liverpool Street Station of the L. & N.E. Railway, the largest steam-operated passenger terminal in London. More than one thousand steam trains are here operated daily.

pounds, a vast sum in those days, could not be justified as the Great Eastern Railway fares were kept artificially low due to competition from the tramways. Instead, General Manager Sir Henry Thornton (from the USA) and Operations Superintendent F.V. Russell devised a scheme to optimise passenger capacity with the existing steam service. The routes concerned were those to Chingford, Enfield and Palace Gates (Wood

Green). At Liverpool Street, tracks were re-arranged, engine dock spurs provided at the platform ends, and signalling improved. The platform barriers were moved back enabling rapid passenger dispersal, and new loco sheds were provided at Wood Street (Walthamstow) and Enfield. The changes were implemented from 12th July 1920, giving a 50-75% capacity increase, for a total cost of only £80,000.

Initially, the existing small engines and 16-coach trains of 4-wheeled carriages were used, providing 848 seats. The spaces between seats and roof were open allowing passengers to hop from one 'compartment' to another in search of a seat. These new train services were all concentrated on platforms 1-4, much as they are today. In the evening peak period 24 trains per hour departed Liverpool Street; on average a train every 2½ minutes. To manage this rapid flow, trains required a train to arrive, uncouple the leading steam locomotive, a fresh locomotive to attach on the rear and depart, with the original steam locomotive then dropping off into one of the 'engine lyes' all with 10 minutes.

This gave a peak capacity of 20,350 passengers per hour, or five per second, a world record at the time. As the extract from the 1922 Bradshaw shows, that the 24 train service pattern was

	LO	LO	LO	LO	LO	LO	LO	LO	LO	LO	LO	LO	LO	
London Liverpool Street   d	16 03	16 18	16 33	16 48	17 03	17 18	17 33	17 48	18 03	.....	18 18	18 33	18 48	19 03
Bethnal Green d	16 06	16 21	16 36	16 51		17 21		17 51			18 21		18 51	
Hackney Downs..... d	16 10	16 25	16 40	16 55	17 10	17 25	17 40	17 55	18 10	.....	18 25	18 40	18 55	19 10
Clapton. d	16 13	16 28	16 43	16 58	17 12	17 28	17 42	17 58	18 12	.....	18 28	18 42	18 58	19 12
St James Street..... d	16 16	16 31	16 46	17 01	17 16	17 31	17 46	18 01	18 16	.....	18 31	18 46	19 01	19 16
Walthamstow Central .  d	16 19	16 34	16 49	17 04	17 18	17 34	17 48	18 04	18 18	.....	18 34	18 48	19 04	19 18
Wood Street d	16 21	16 36	16 51	17 06	17 20	17 36	17 50	18 06	18 20	.....	18 36	18 50	19 06	19 20
Highams Park . d	16 24	16 39	16 54	17 09	17 23	17 39	17 53	18 09	18 23	.....	18 39	18 53	19 09	19 23
Chingford..... a	16 32	16 47	17 02	17 17	17 32	17 47	18 02	18 17	18 32	.....	18 47	19 02	19 17	19 31

lated carriages. These were either formed of 5 coaches (known as Quin-Arts) or 4 coaches (known as Quad-Arts). One of these has been lovingly restored on the North Norfolk Railway so it is still possible to experience the sights and smells of a 'Jazz' train.

The robustness of the 'Jazz' service can be seen from the BR timetable from 1955. By that time, the service was running at 18 trains per hour. 6 trains per hour were running to both Enfield Town and Chingford. The fast service to Walthamstow was still running but was extended through to Chingford, giving the line 10 trains per hour. The direct service to Palace Gates has gone; it was withdrawn as a war-time economy measure in 1939 and with it the extra Enfield Towns. The line lost traffic to the newly opened Piccadilly Line. The local service to and from North Woolwich catered for the dwindling numbers of passengers using the line. It was excluded from the British Railways electrification scheme and the line closed in January 1963.

As part of its modernisation plan, BR electrified the route from Liverpool Street to Hertford East and Bishops Stortford via Seven Sisters, along with the Chingford and Enfield Town branches. On the Great Eastern Side the line was electrified out to Southend Victoria and to Clacton. The new electric service was formally launched on 21st November 1960. Although the 'Jazz' label has disappeared, the pattern of services is remarkably similar to that introduced 40 years earlier. There were still trains to Enfield Town departing at 10 minute intervals. Although they no-longer run at 10 minute intervals there are still 6 'fast' trains to Chingford supplemented by a 20-minute interval all-stations service. New however is a fast service, at twenty-minute intervals running fast to Lower Edmonton and then on to Broxbourne where the train divides for Bishops Stortford and Hertford East.

Today, the "Jazz" service is but a shadow of what it was. The loss of the original route out to Palace Gates was due to the Piccadilly Line, which was extend-

ed out to Cockfosters in 1932. Likewise, the opening of the Victoria Line out to Walthamstow in 1968 took away a lot of traffic from the Chingford line. The original GER service saw six trains an hour to Chingford and six trains an hour to Walthamstow. Now the service is just four trains an hour from Liverpool Street. Whereas you could have up to nine trains an hour out to Enfield Town, now you must also make do with just four, together with two going out to Cheshunt. (never part of the original Jazz Service) These are supplemented with services heading out to Broxbourne. When these were added to the timetable by BR in 1960 they ran at 20-minute intervals. Now, they run at 30-minute intervals.

So, is Liverpool Street still London's busiest station? At 63.6 million passengers annually it only ranks third. Top spot goes to Waterloo with 99 m.

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Bus maximus—Coach minimus

JIM WELLS

At the Sydney August 2016 meeting there were two timetables together on the grab table. The contrast between them couldn't be greater.

The first was for one of Melbourne's Smart Buses; in this case the 901 Frankston to Melbourne Airport. The booklet is a whopping 88 pages excluding covers. Is this a record for a single urban bus route?

The other was for a rural coach route in Western Australia – SW2 Perth to Pemberton in the far South West. Sure, it was a single sheet leaflet double sided but what was truly minimalist about it was the service offering – only once a week in each di-

rection That's right, once a week. What's the point of that in public transport terms? The answer is that the service would be nearly useless; just unnecessary tokenism. Actually it's not nearly as bad as that as we shall see.

The 901 is one of three orbital services starting in the south eastern suburbs, heading north, then west and, in the case of the 900 Mordialloc to Altona one, south. None goes anywhere near the CBD. The 901 is the outer one but overlaps with the 902 Chelsea to Airport West in several places, e.g. both serve Greensborough and Broadmeadows railway stations; the 902 taking a

much more direct route so taking typically 45 minutes versus the 901's 67 minutes.

There are other possibilities to use the 902 for a segment of one's journey and transfer back to the 901. For example they intersect in Nunawading and both use Fitzsimons Lane to cross the Yarra River. It really is incredible that this stretch of outer suburban road should have eight services an hour.

There is much more that could be said about all these services. For the moment the following relates to the 901: service headway M-F mainly 15min, weekend 30 min. Journey time is over 4 hours so assuming 10

Day	Serv	Dep	Arr	Via	Notes
Mo	GS3	930	1441	D'brook	a
Mo	SW3	1215	1803	Collie	
Tu	GS3	930	1441	D'brook	a
Tu	SW1	1215	1950	Augusta	
We	SW3	1215	1803	Collie	
Th	GS3	930	1441	D'brook	a
Th	SW1	1215	1950	Augusta	
Fr	GS3	1115	1651	D'brook	b
Sa	GS3	930	1441	D'brook	a
Su	GS3	930	1441	D'brook	a
Su	SW1	1215	1950	Augusta	
Su	SW2	1430	1945	D'brook	



hours from Frankston start to the next start there for the same bus, 40 buses would be required. The timetable booklet is in five sections but each section shows the main timing points so it's not too difficult to work out times between minor timing points in say section A to one in E.

One would have to be a masochist to want to ride the 901 all the way; after all the train takes about 70 minutes to Southern Cross station, and the Skybus about 20 minutes to the Airport so less than two hours is quite feasible.

Now back to our Pemberton SW2 WA coach service. The point here is that there are three other services including Pem-

berton. The hapless traveller has to consult four individual timetables to get the full feature.

Here's a summary of south-bound ex Perth services:

Notes:

- a. Train "Australind" to Bunbury Passenger Terminal; road coach Bunbury to Albany.
- b. Road Coach from Perth to Albany.

The transfer at Bunbury on GS3 is interesting in that the train is due at 1155 and the coach leaves five minutes later. Five minutes for passengers to disembark from the train, move out to the coach, have tickets checked and luggage loaded? I don't think so!

The use by Transwa of the GS prefix for Albany services is presumably a reflection of the original name of the railway to that town – see [https://en.wikipedia.org/wiki/Great_Southern_Railway_\(Western_Australia\)](https://en.wikipedia.org/wiki/Great_Southern_Railway_(Western_Australia))

Incidentally Pemberton is a town on the Bunbury to Northcliffe railway. There's a tourist railway at Pemberton so perhaps you would like to go there after all.

See <http://www.pemtram.com.au/>.

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Key Train Changers at Albury—*Letter*

Albert Isaacs

The Hon. Tim Fischer, AC, is the acknowledged expert on the various rail gauges and, therefore, it was not much of a surprise to see his interesting article on changes of trains at Albury (“Key Train changers at Albury”, *The Times*, March 2017).

Nevertheless, there are a few additions and elaborations that I would like to make.

The standard gauge NSW line and the broad gauge Victorian line eventually met on 14 June 1883, but because of pronounced inter-colonial rivalry and jealousies, there were originally not one but two change-of-gauge stations, with trains from both the north and the south both crossing the border. That is, Melbourne-Sydney travellers were forced to change at Albury, but on the Sydney-Melbourne journey the change was originally made at Wodonga. It took a few years before Albury was finally settled upon as the break-of-journey station for travellers in both directions.

Until Gertrude Johnson established the National Theatre in the early 1950s, professional productions of opera in the country were rare and erratic. Three standout early opera seasons were in 1911, 1924 and 1928 when Dame Nellie Melba, in conjunction with theatrical entrepreneur J.C. Williamson, brought world-class companies to Australia. In all cases these seasons were promoted as a Melba-Williamson Opera Company.

Now, Tim Fischer mentioned that Melba’s coffin travelled from Sydney to Melbourne for her funeral at Scots Church, changing gauge at Albury on 25th February 1931. This was not the first time Melba had passed through Albury and, in fact, in 1924, she was involved in an interesting rail-related story. The Melba-Williamson Compa-

ny travelled by train from Melbourne where they had given performances, to Sydney. Melba, accompanied by her publicity man Claude Kingston, went to Sydney a few days earlier than the rest of the company, intent on getting publicity for her upcoming Sydney performances. According to biographer John Hetherington (*Melba*, 1967, F.W. Cheshire Pty Ltd., Melbourne) when the press joined her on the northbound train at Moss Vale she tore up Kingston’s conventional press release and told the reporters that “the train was alive with fleas; she had, she said, been bitten all over and offered to lift her skirts to prove it. The Sydney newspapers not only splashed the story of ‘Melba’s fleas’ but featured it on their posters. The Victorian and New South Wales railway commissioners were ruffled, and promised to have the train fumigated at once. Kingston never found out whether Melba’s fleas were mythical or not, but he knew she had brought off a masterstroke of publicity. Everybody in Sydney was aware that evening that she had arrived – flea-bitten or not – to launch her opera season.”

I have given a number of lectures on Melba, including one in the presence of her granddaughter Lady Pamela Vestey. These talks are always aurally illustrated with 78rpm/80rpm recordings from my own collection (page 10). Many of my recent Melba discourses have been accompanied by a second oration about Sir John Monash. For obvious reasons, these two talks are publicised as *\$100 Australian Notables*. I have also given lectures on Monash as stand-alone presentations, including one in 2015 as part of the City of Boroondara’s 100th Anniversary of Anzac commemorations.

Tim Fischer has correctly pointed out that Sir John also had to change trains

at Albury on a number of occasions. Perhaps I should add this Sydney-Melbourne rail journey to my long list of parallels in the life of Melba and Sir John:

- Both appear on the current Australian \$100 banknote;
- Both also appear on Australian stamps; Monash in 1965, and Melba in 1961 and again in 2011;
- They were both born in Melbourne;
- They were very much contemporaries – Melba was born just three years before Monash, and they died in the same year, 1931;
- Both are amongst the earliest native Australians to be knighted, and both in the same year – 1918;
- They both have Canberra suburbs named after them;
- Monash had a business in Burnley St., North Richmond, and Melba was born in *Doonside*, Burnley St., North Richmond;
- Both careers (albeit in completely different fields) included periods in France & Belgium.

One cannot help wondering whether whoever decided to put both Melba and Sir John on a banknote, realised just how much their lives paralleled each other, or whether the decision to put them both on the \$100 note was nothing more than coincidence.

Caption to upper illustration on page 10: Since the time of King George II, Monash is the **ONLY** officer to have been knighted on the field by the Monarch (King George V). This occurred at the Australian Corps Headquarters, Chateau de Bertangles, the Somme, northern France, 12 August 1918.

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Interrupted Journeys

Victor Isaacs

This article is about a rare and peculiar timetabling practice. This is about branch-line train services which set out from a mainline junction station, but proceeded only part way along the branch before stopping for the night, with the balance of the branch-line travel completed the

next morning. I have found two examples. Perhaps there are more. *If so, please write in with your findings.*

Queensland Railways Goomburra branch

When the Queensland Southern mainline from Toowoomba nearly to Warwick was opened in 1869, it bypassed

the town of Allora. Subsequently a little branch was opened from Hendon to Allora in 1897. It was only 4 miles (6 km) long. A shuttle service operated connecting with most mainline trains. In 1912 an extension was opened from Allora to Goomburra of 8 miles (14 km).

ALLORA-GOOMBURRA BRANCH.											16-Nov-1924										
To Goomburra—Read Down.					From Goomburra—Read Up.					Fares from Hendon.											
Miles from Hendon.	Height.	Mxd.	Mxd.	Mxd.	Stations.	Mxd.	Mxd.	Mxd.	Mxd.	—	Fares from Hendon.										
											Wed. and Fri.	Mon. and Thur. and Sat.	Daily, ex. Sun.	Wed. and Fri.	Mon., Tues., and Thur. and Sat.	Wed. and Fri.	Mon., and Thur. and Sat.	Single.		Excursion.	
																		1 cl.	2 cl.	1 cl.	2 cl.
a. m.	p. m.	p. m.	dep	arr	d	d	d	d	a. d.	s. d.	s. d.	s. d.									
...	...	10 50	12 45	2 40	dep HENDON	...	...	10 0	12 20	12 20	2 10	...	0 6	0 5	...	...			
...	...	d	d	d	Kates	...	...	d	d	d	d	...	0 11	0 9	...	...			
...	...	11 10	1 5	3 0	arr ALLORA	...	...	9 40	12 0	12 0	1 50	...	...	...	...	...
...	...	•	•	3 15	dep Ditto	...	...	9 20	11 40	...	...	...	1 5	0 11	...	...			
...	...	•	•	a	Kital	...	...	a	a	...	...	...	1 11	1 2	...	...			
...	...	•	•	a	Berat	...	...	a	a	...	...	...	2 4	1 6	4 1	2 9
...	...	•	•	d	Kunda	...	...	d	d	...	...	...	2 8	1 11	4 1	2 9
...	...	•	•	4 20	arr GOOMBURRA	...	...	8 15	10 35	...	...	...	...	...	...	...
								a. m.	a. m.	noon.	p. m.										

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

For Notes (a, d, &c.), see page 1. For times of Trains between Brisbane, Hendon, and Warwick see pages 44 and 45.

31-May-1936

ALLORA-GOOMBURRA BRANCH.											31-May-1936												
To Goomburra—Read Down.					From Goomburra—Read Up.					Fares from Hendon.													
Height.	Miles from Hendon.	Mxd.	Mxd.	Mxd.	Mxd.	Stations.	Mxd.	Mxd.	Mxd.	Mxd.	—	Fares from Hendon.											
												Mon. and Fri.	Tues. and Thur.	Daily, ex. Sun.	Daily, ex. Sun.	Mon. and Fri.	Tues. and Thur.	Tues. and Sat.	Daily ex. Sun.	Single.		Excursion.	
																				1 cl.	2 cl.	1 cl.	2 cl.
a. m.	a. m.	p. m.	p. m.	dep	arr	d	d	d	d	a. d.	s. d.	s. d.	s. d.										
1502	...	...	10 40	12 45	2 35	dep HENDON	...	...	12 0	10 0	12 0	1 45	...	0 7	0 6	...	...				
1522	2	...	d	d	d	Kates	...	...	d	d	d	d	...	1 0	0 10	...	...				
1533	4	...	10 55	1 0	2 50	arr ALLORA	...	...	11 45	9 45	11 45	1 30	...	...	...	...	...	
...	...	...	•	•	•	dep Ditto	...	...	11 5	...	...	...	...	...	...	...	...
1538	6	d	8 20	•	•	dep Kital	...	...	d	...	...	...	...	1 8	1 0	...	...				
1654	8	d	•	•	•	Berat	...	...	d	...	...	...	...	2 1	1 4	...	...				
1689	10	d	•	•	•	Kunda	...	...	d	...	...	...	...	2 7	1 8	4 5	8 8
1694	12	...	9 20	•	•	arr GOOMBURRA	...	...	9 50	...	...	...	...	2 11	2 1	4 5	3 0
									a. m.	a. m.	a. m.	p. m.											

For times of Trains between Brisbane, Hendon, and Warwick, see pages 58 to 61.

ALLORA-GOOMBURRA BRANCH.

22-Jun-1958

HENDON TO GOOMBURRA.

A QR Public Timetable of 16 November 1924 (upper illustration page 11) shows a conventional type service along this branch. It left Goomburra in the morning at either 8.15 am or 10.35 am depending upon the day, and returning from the junction station at 2.40 pm through to the branch terminus. Perhaps the engine, van and crew were based at Goomburra, or perhaps they travelled empty to and from Allora.

At some time, but certainly by the Public Timetable of 31 May 1936, (Lower illustration on page 11) the service was radically altered. Beyond Allora, it was reduced to only thrice weekly, and passengers now had to spend almost 18 hours overnight at Allora – from 2.50 pm until 8.20 am next day. However, to be realistic, this was probably not an inconvenience, because it probably affected few, if any, people. There is, in fact, no town at Goomburra, just farms, and the distance from Allora to Goomburra is short.

At some date, between the Public Timetables of 9 December 1951 and 12 May 1957, the service beyond Allora was reduced to just twice weekly, Mondays and Thursdays.

From the Public Timetable of 22 June 1958, the service was again radically changed, restoring the through service on the branch. It was now a shunting service from and to Warwick. The service now was of a “Goods train with passenger accommodation attached”. It left Warwick at 6.35 am on Mondays and Thursdays, was at the junction station of Hendon 7.22-7.50 am, Goomburra arrive 9.35 and, depart 10.10 am, back at Hendon at 12.13-12.50 pm, then to Warwick at 1.40 pm. On Wednesdays, it ran similarly, but only as far as Allora. These trains did not appear in the mainline section of the Public Timetable (right).

The line between Allora to Goomburra was closed in 1961 and the remainder, Hendon to Allora, in 1993.

New Zealand Railways Roxburgh branch

NZR’s Roxburgh branch was lengthy, 60 miles (95 km). The first section was opened quite early, to the town of Lawrence in 1877. But beyond was

Stations.		*Goods. Mon. and Thu.	*Goods. Wed. Only			
WARWICK R	.. .. .	a.m.	a.m.			
Hendon	.. .. .	6 35	11 10			
Ditto	.. .. .	7 22	11 59			
	.. .. .	7 50	12 25			
Allora	.. .. .	8 8	12 43			
Ditto	.. .. .	8 35	p.m.			
Kital	.. .. .				
Berat	.. .. .				
Kuuda	.. .. .				
GOOMBURRA	.. .. .	9 35				

Feet.	Miles from Hendon.	Stations.	Fares from Hendon.				Fares from Goomburra.				
			Single.		Excursion.		Single.		Excursion.		
			1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.	
44	145	BRISBANE CENTRAL R	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
61	144	ROMA STREET R	..	..	..	..	49 0	31 6	76 6	51 0	..
1924	44	TOOWOOMBA R	..	..	..	..	49 0	31 6	76 6	51 0	..
1508	..	Hendon	..	..	..	..	20 3	13 6	31 6	21 6	..
1589	4	Allora	1 9	1 3	..	..	5 0	3 7	7 10	5 6	..
1573	6	Kital	2 11	1 9	..	..	3 7	2 1	..	..	..
1659	8	Berat	3 7	2 1	..	..	49 0	31 6	76 6	51 0	..
1683	10	Kuuda	4 4	2 11	7 10	5 6	1 9	1 3	..	..	..
1699	12	GOOMBURRA	5 0	3 7	7 10	5 6	1 0	0 11	..	..	..

GOOMBURRA TO HENDON.

Stations.		*Goods. Mon. and Thu.	*Goods. Wed. only.	Pass. Mon. and Fri.		
GOOMBURRA	.. .. .	a.m.	p.m.	p.m.		
Hendon	.. .. .	10 10	..	..
Ditto	.. .. .	11 10	..	..
Allora	.. .. .	11 53	1 50	..		
Ditto	.. .. .	12 13	2 8	..		
Hendon	.. .. .	12 50	3 30	12 44		
TOOWOOMBA R	.. .. .	..	..	..
Ditto	.. .. .	..	..	..
ROMA STREET R	.. .. .	Arrives Warwick 1.40 p.m.	..	2 34		
CENTRAL R	.. .. .	..	Arrives Warwick 3.30 p.m.	2 0		

* Passenger accommodation attached.
For times between Brisbane, Hendon, and Warwick, see pages 18 to 25.
For Notes (a, d, &c.), see page 1.

opened relatively late – to Beaumont in 1910, and to Roxburgh as late as April 1928. In the Working Timetable of 2 December 1928 and in the Public Timetables of 3 August and 16 November 1930, there is a conventional branch line service provided by Mixed trains. This left the branch terminus at 12.30 pm, reaching the junction station of Milton at 4.45 pm. The return left Milton at either 9.52 am or 10.29 am depending on the day, and arrived at Roxburgh at 2.40 pm. The trains crossed at Craig Flat. There was also a

second train daily between Lawrence and Milton and v.v. (Page 13, upper). (To modern eyes, the use of swastikas as symbols in timetables seems peculiar, but was common then. Swastikas were used in Victorian Railways Working Timetables until the early 1940s.)

Soon after, and certainly by the Public Timetable of December 1932, the service was drastically reduced and altered. Now the train ran between Lawrence and Milton only four times a week – Mondays, Tuesdays, Thurs-

days and Fridays. Between Lawrence and Roxburgh and v.v. the train now only ran twice a week, on Tuesdays and Fridays. Going to the junction station was conventional (Roxburgh depart 11.20 am, Milton arrive 3.45 pm). But look at the weird service in the outbound direction! After connecting with mainline (Main Trunk in New Zealandese) trains, the branch train left the junction station of Milton at 6.40 pm and chugged halfway up the branch in the darkness to Lawrence. Then it stopped at 8.30 pm. The journey was resumed only next morning at 8.0 am as a "Goods train with car attached", arriving Roxburgh at 10.20 am.

A note in the Public Timetable said that "During the fruit season the Roxburgh Branch trains will run daily from 19th December."

In the Public Timetable of 1 December 1935, the train times are the same, but the service is shown as running daily throughout. However, in the next Public Timetable of 3 May 1936, the service was again reduced to the same days of operation as in the 1933 PTT.

What makes this service curious is that Roxburgh is (now, and presumably then) bigger than Lawrence (albeit both are only a few hundred people). However, I think the explanation is clear. The final section of this railway into Roxburgh opened in 1928. This was well into the motor age. No doubt, by 1928, Roxburgh people were already used to using the road, both for freight and passenger travel.

Passenger accommodation on this line was withdrawn from 4 September 1936. The branch was closed completely in 1968. The illustration on the back cover shows the last (Excursion) train. The station sign ended up on a farmers "Beaut Little Fergie Tractor".

Thanks to Geoff Lambert for assistance with this article.

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Height ft.	Miles	DOWN.	TIME-TABLE.						
			M, W, F, S.	T, Th, S.	Tu, Th, S.	M, W, F, S.	pm	pm	
37	36	Dunedin to dep Invercargill	8 0	8 33	7 0	8 48	7 45	4 51	
		Milton arr	9 38	10 19	10 19	8 48	5 7	7 1	
37		Milton dep	9 52	10 29		6 6		7 20	
49	38	Clarkville	*	*		*		*	
80	41	Glenore	*	*		*		*	
113	42	Mount Stuart	10 18	10 55		6 32		7 49	
339	45	Manuka	*	*		6 42		7 50	
630	48	Round Hill	*	*		*		*	
386	50	Johnstone	*	*		*		*	
331	53	Waitahuna	11 8	11 45		7 23		8 40	
612	58	Forsyth	*	*		*		*	
368	60	Lawrence arr	11 37	12 14		7 50		9 10	
		UP.							
		Roxburgh to dep	Not Thur.	Thur				Daily	
		Teviot		am				pm	
		Miller's Flat						1 5	
		Minton							
		Rigney							
		Craig Flat						1 34	
		Beaumont	1 13					1 58	
		Craigellachie	1 35						
		Bowler's Creek							
		Evan's Flat							
		Lawrence	5 56	8 10				3 8	
		Forsyth	*	*				*	
		Waitahuna	6 26	8 40				3 38	
		Johnstone	*	*				*	
		Round Hill	*	*				*	
		Manuka	7 6						
		Mount Stuart	7 15	9 29				4 24	
		Glenore	*	*				*	
		Clarkville	*	*				*	
		Milton arr	7 41	9 56				4 45	
		Milton dep	8 0	9 44				5 13	
		Dunedin arr	10 2	11 20				5 54	
		Invercargill		1 10				6 23	
								7 59	
								10 57	

* Runs daily from 15th Dec. to 7th Feb. (inclusive).
* Stops only when required to pick up or set down passengers.
* Refurbishment-room station.
* Goods train with car attached.

Height ft.	Miles	DOWN.	TIME-TABLE.						
			Tu, W, Th, F, S.	pm	pm	pm	pm	pm	
37	36	Dunedin to dep Invercargill		8 40		5 48	5 45	6 27	
		Milton arr				5 48	5 7	6 27	
		UP.							
		Roxburgh to dep		am				pm	
		Teviot						6 50	
		Miller's Flat							
		Minton							
		Rigney							
		Craig Flat							
		Beaumont						7 9	
		Craigellachie							
		Bowler's Creek							
		Evan's Flat							
		Lawrence	8 0						
		Forsyth	*	*				*	
		Waitahuna	1 45					2 3	
		Johnstone	*	*				*	
		Round Hill	*	*				*	
		Manuka	2 38						
		Mount Stuart	*	*				*	
		Glenore	8 24						
		Clarkville	*	*				*	
		Milton arr	8 45						
		Milton dep	9 54					5 13	
		Dunedin arr						5 54	
		Invercargill						6 23	

* Runs daily from 15th December to 31st February (inclusive).
* Stops only when required to pick up or set down passengers.
* Refurbishment-room station.

Working Timetable 2-December-1928

LAWRENCE BRANCH.

DISTANCE.				DOWN.						
From		Between Stations		STATIONS.	477	461	463	467	469	471
Mls	Chs	Mls	Chs		Mon, Wed Fri	Tue, Thur Sat		Tue, Thur	Mon, Wed Fri, Sat	RR
					Mixed	Mixed	Mixed	Mixed	Mixed	Goods
				Milton x CEIRW dep	a.m. 9.52	a.m. 10.29	p.m. ...	p.m. 6.6	p.m. 7.20	p.m. ...
1	71	1	71	Clarksville J ..	*	*	...	*	*	...
4	76	3	05	Glenore J ..	*	*	...	*	*	...
6	46	1	50	Mount Stuart J arr	...	...	...	...	...	...
				Do. dep	10.18	10.55	...	6.32	7.49	11.30
8	54	2	08	Manuka JW ..	10.28	*	...	6.42	7.59	...
12	07	3	33	Round Hill ¶ JL ..	*	*	...	*	*	...
14	32	2	25	Johnstone J ..	*	*	...	*	*	...
16	75	2	43	Waitahuna x W ..	11.8	11.45	...	7.23	8.40	...
20	10	3	15	Forsyth J ..	*	*	...	*	*	...
23	71	3	61	Lawrence x CW arr	11.37	12.14	...	7.53	9.10	12.55
				Do. dep	...	...	12.27	...	...	...
27	29	3	38	Evans Flat J ..	...	...	*	...	...	...
29	16	1	67	Bowlers Creek J ..	...	...	*	...	...	...
34	01	4	65	Craigellachie J ..	...	...	*	...	...	...
36	42	2	41	Beaumont CGW ..	...	...	1.13	...	...	...
44	04	7	42	Craig Flat J arr	...	...	1.32	...	...	...
				Do. dep	...	...	1.35	...	...	...
46	31	2	27	Rigney J ..	...	...	*	...	...	...
49	10	2	59	Minzion J ..	...	...	*	...	...	...
51	19	2	09	Millers Flat x W ..	...	...	2.12	...	...	...
56	28	5	09	Teviot J ..	...	...	*	...	...	...
60	40	4	12	Roxburgh x CW arr	...	...	2.40	...	...	...

DISTANCE.				UP.						
From		Between Stations		STATIONS.	462	470	472			
Mls	Chs	Mls	Chs		Mixed	Mixed	Goods	RR		
				Roxburgh x CW dep	a.m. ...	p.m. 12.30	p.m. ...	...	...	...
4	12	4	12	Teviot J ..	...	*	...	...	...	...
9	21	5	09	Millers Flat x W ..	...	1.5	...	...	...	...
11	30	2	09	Minzion J ..	...	*	...	...	...	...
14	09	2	59	Rigney J ..	...	*	...	...	...	...
16	36	2	27	Craig Flat J arr	...	1.31	...	...	...	...
				Do. dep	...	1.34	...	...	...	...
23	78	7	42	Beaumont CGW ..	...	1.58	...	...	...	...
26	39	2	41	Craigellachie J ..	...	*	...	...	...	...
31	24	4	65	Bowlers Creek J ..	...	*	...	...	...	...
33	11	1	67	Evans Flat J ..	...	*	...	...	...	...
36	49	3	38	Lawrence x CW arr	...	2.48	...	...	...	...
				Do. dep	5.56	3.3	10.0	...	...	...
40	30	3	61	Forsyth J ..	*	*	...	...	...	...
43	45	3	15	Waitahuna x W ..	6.26	3.38	...	...	...	...
46	08	2	43	Johnstone J ..	*	*	...	...	...	...
48	33	2	25	Round Hill ¶ JL ..	*	*	...	...	...	...
51	66	3	33	Manuka JW ..	7.6	*	...	...	...	...
53	74	2	08	Mount Stuart J arr	...	...	11.25	...	...	...
				Do. dep	7.15	4.24	...	...	...	...
55	44	1	50	Glenore J ..	*	*	...	...	...	...
58	49	3	05	Clarksville J ..	*	*	...	...	...	...
60	40	1	71	Milton x CEIRW arr	7.41	4.45	...	...	...	...

Stationmasters Millers Flat and Lawrence will arrange that the length of either Nos. 470 or 463 is limited to the crossing accommodation at Craig Flat.

Waitahuna will be treated as a flag station for No. 462.

When Nos. 472 and 471 are required to run S.M. Milton must inform S.M. Lawrence as early as possible so that Trainmen can be advised. S.M. Lawrence to advise Transport whether Trainmen are available.

NOTE.—The mile pegs on Lawrence Branch indicate distance from Clarksville

ROXBURGH BRANCH—(Week-days, change at Milton).

Ht. a.S.		Mls.		TIME-TABLE.			
		DOWN.		Tu, W, Th, F, S.		M, W, F.	
				pm		pm	
5	..	Dunedin†	dep	..	4 40	..	4 48
6	..	Invercargill	..	..	..	1 45	..
37	38	Milton†	arr	..	5 48	5 7	6 27
				Tu, Fri. am		Mon, Tu, Th, Fri.	
..	..	Milton	dep	..	..	6 40	..
43	38	Clarksville	..	..	..	*	..
80	41	Glenore	..	..	..	*	..
113	42	Mount Stuart	..	..	7 9	..	..
338	45	Manuka	..	..	..	*	..
630	48	Round Hill	..	..	..	*	..
385	50	Johnstone	..	..	..	*	..
331	53	Waitahuna	..	..	8 0	..	..
612	56	Forsyth	..	..	..	*	..
356	60	Lawrence	arr	..	..	8 30	..
..	..	Lawrence	dep	8 † 0	..	..	..
324	63	Evan's Flat	..	..	..	..	..
394	65	Bowler's Creek	..	..	..	..	..
245	70	Craigellachie	..	..	..	..	..
152	72	Beaumont	..	8 50	..	..	..
197	80	Craig Flat	..	..	..	..	..
212	82	Rigney	..	..	..	..	..
230	85	Minzion	..	..	..	..	..
235	87	Miller's Flat	..	9 50	..	..	..
277	92	Teviot	..	..	..	..	..
331	96	Roxburgh	arr	10 20	..	..	..
				M, Th. pm	†Tu, Fri. am		
..	..	Roxburgh	dep	..	11 20	..	..
..	5	Teviot	..	..	*	..	..
..	10	Miller's Flat	..	..	11 55	..	..
..	12	Minzion	..	..	*	..	..
..	15	Rigney	..	..	*	..	..
..	17	Craig Flat	..	..	*	..	..
..	24	Beaumont	..	..	12 50	..	..
..	27	Craigellachie	..	..	*	..	..
..	32	Bowler's Creek	..	..	*	..	..
..	34	Evan's Flat	..	..	*	..	..
..	37	Lawrence	arr	..	1 45	..	..
..	..	Lawrence	dep	2 3	2 3	..	..
..	41	Forsyth	..	..	*	..	..
..	44	Waitahuna	..	2 38	2 38	..	..
..	47	Johnstone	..	..	*	..	..
..	49	Round Hill	..	..	*	..	..
..	52	Manuka	..	..	*	..	..
..	54	Mount Stuart	..	3 24	3 24	..	..
..	56	Glenore	..	..	*	..	..
..	59	Clarksville	..	..	*	..	..
..	61	Milton†	arr	3 45	3 45	..	..
				‡ M, W, F.	§ Tu, W, Th, F, S.		
..	..	Milton	dep	5 13	5 54	..	..
..	96	Dunedin†	arr	6 23	..	..	..
..	..	Invercargill	..	..	9 5	..	..

During the fruit season the Roxburgh Branch trains will run daily from 19th December.

* Stops only when required to pick up or set down passengers. † Refreshment-room station. ‡ Runs daily from 16th December to 31st January (inclusive). § Goods train with car attached.

