

# The Times

June 2018

A journal of transport timetable history and analysis



**Inside: Clocks, clocks, clocks**  
**Busy Times at Camberwell**  
**How we fly between Australia**  
**and New Zealand**

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# The Times

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### *Letter from* **DEREK SCRAFTON**

Dear Editor Geoff & authors,

A couple of nit-picking details about Victor's excellent article on British railway timetables:

Others have probably already pointed out that definitions of vertical and horizontal separation on page 4 are transposed.

[sic] after 'shewn' on page 9 is inappropriate. A good dictionary will show that shew is an acceptable spelling of the verb, if no longer commonly in use.

I liked the H&B Wath branch 1921 timetable – My pals and I used to camp at the point where the branch, by then disused, crossed the River Dearne, using the bridge to visit the then new shed for the electric locos at Wath.

Best regards, and thanks for a good job well done, Derek Scrafton.

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### National Library has a new rail network map in its collection

The April edition, as usual, contained two April Fool's Day items. One of these was not commented on, but the other one (the anagrammed maps) hit the news in a big way. There were many Facebook hits, mention on David Astle's blog, links to the ATA's web-site being plastered around and—ultimately—a posting of the map into NLA's map collection. Nobody entered the competition although one person did observe that the name Clyde had not been anagrammed ... perhaps it could have been "El Cyd"? Como was also a bit of a fudge. The map can be found at <http://nla.gov.au/nla.obj-650249339/view>. While it may have generated a lot of interest, it doesn't seem to have generated new memberships, which was one of the hoped-for spin-offs.

# Railway heritage clock collection tells the importance of time for train transport

Text and photos by **LUKE WONG**, ABC Radio Sydney

**H**IDDEN WITHIN THE SERVICE tunnels beneath Sydney's Central Station is a secured room containing a collection of more than 400 heritage clocks and watches.

During their operation they were more than just decorative ornaments; the safe transportation of people and goods depended on their accuracy.

"Timekeeping was really important because you had a baton system where you still needed to make sure there wouldn't be an accident with two trains on the same line at the same time," veteran clock conservator Doug Minty [photo, p1, bottom] said. Doug was regularly contracted to maintain railway clocks around NSW for nearly 30 years.

Encased in polished wooden bodies, the clock hands and pendulums might be still but their faces have witnessed the long passing of time, some for well over a century.

**Photo [Cover, top]:** Pocket watches were standard issue for employees until they were replaced by wrist-watches in the 1970s. (ABC Radio Sydney: Luke Wong)

## Reliable system of timekeeping

Well before the days of smartphones, the railway clock system was one of the most reliable ways for the public to keep accurate time across the distant locations made accessible by trains.

"That was the only means of setting their pocket watch or their clock at home, so they needed the public display of timekeeping by the railways to help them," Mr. Minty said.

The heritage timekeeping devices were relocated to the collection room about six years ago following the closure of railway workshops in Strathfield where they were maintained.

Some of the oldest wall clocks, the majority of which were manufactured by American company Seth Thomas,



date back to the 1890s.

They were displayed in waiting rooms, refreshment rooms, ticketing and administrative offices.

**Photo [above]:** One of the few remaining original platform clocks still in operation at Central Station. (ABC Radio Sydney: Luke Wong)

Standing almost two metres tall, the green painted platform clock hangs on the eastern wall of the concourse and requires manual winding by station

staff once a week.

Prior to its installation Mr. Minty said his wife jokingly suggested the clock case, which sat inoperable for many years on the patio of their home, would make a good casket one day.

"If we couldn't get it going ... she would lay me in it and bury me in a clock," he laughed.

"I didn't disagree with that, I thought that was a very good idea."

**[Photo p4 bottom right]** The refreshment room of Bathurst Railway Station in 1947, complete with a Seth Thomas clock on the far wall. (Supplied: SRNSW)

By the 1970s there were more than 3,000 mechanical clocks and 6,000 watches working alongside several hundred synchronous clocks, impulse, electrical and mechanical time recorders in the railway system.

An order in the 1980s by then railways chief executive David Hill restricted the selling or gifting of clocks to retiring staff which increased the value of items already on the market.

**Photo [p16, bottom]:** Some of the clocks had novel modifications and alterations made over the years. (ABC Radio Sydney: Luke Wong)

"I've seen some for a few hundred [dollars] because they were painted blue and yellow, and others in nice

condition can go for several thousand," Mr. Minty said.

Today, the majority of railway clocks run on a global positioning system (GPS), many with digital displays detailing the movement of trains for passengers.

### Pride in heritage

**[Photo: below upper]** Protective carry bags, like this one held by Craig McPherson, were used for transporting mechanical wall clocks.

Craig McPherson, a heritage specialist at Sydney Trains, said the collection was retained as an important way of interpreting the history of railway stations around New South Wales.

"I think they're quite emotive objects just in themselves and seeing them here en masse you really understand the scale and breadth of how the railways operated across NSW," he said.

**Photo [below, lower]:** Maintenance filing cards were used to record the whereabouts of clocks and their repair histories.

At varying times each year the public is invited to view the room as part of the station's behind-the-scenes heritage tours.

Mr. McPherson said on occasions some of the heritage clocks had been offered to small museums, while many others remained in use in railway offices.

"There's a lot of pride in having a heritage railway clock in your office."

### A career like clockwork

During his six decades of working with clocks and watches, Mr. Minty has travelled around the country for repair jobs and overseas to speak at horology conferences.

"I've been well rewarded by the museum work I've done and the clocks I've seen and I wouldn't have swapped it for the world," he said.

An example of the master watchmaker's restoration work can be seen daily by commuters passing through Central Station's grand concourse.

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# Busy Times at Camberwell

JAMES T WELLS

**T**HIS IS A STORY ABOUT Melbourne in 1915. The suburban railway system then was much as we have it today, at least in the inner areas, but was steam operated. Electric operations began in 1919.

Remember also that this era preceded auto signalling and 'centralised' control with telephone communications.

The exhibit on page 7 shows a signalman's list of workings at Camberwell, on Melbourne's eastern line to Ringwood, for the AM peak – 7:31 am to 8:30 am.

The exhibit lists eighteen movements, but in reality there were more because for the terminators the engine would draw forward, run back to the Up end, and then set back to couple on to the other end. So the signalman would have been quite busy.

A complication was the Burke Rd. level crossing at the Up end. Were the gates interlocked? Subsequently the level crossing was removed and the station rebuilt (see box). The Up end crossovers were on the Up side of the level crossing.

In looking at the list one wonders how the station coped with two terminators at 7:32 and 7:37 with the first Up starter being at 7:38, which presumably was the return of the 7:32 arrival.

This was feasible given the station layout of two side platforms and a middle "engine run back" road.

The 7:32 could use the Down platform, from which the 7:38 would depart. The 7:37 would occupy the Up platform until 7:48; there being no Up trains from further afield to interfere.

It doesn't look quite so simple for the 8:20 terminator which would have to use the Up platform to leave the Down platform clear for the following 8:27 Ringwood train.

However, this conflicts with the use of the Up platform for the 8:27 ex Box Hill.

The solution here might have been to run the 8:20 empty cars to Riversdale

on the Ashburton line which had a three road plus siding yard. The junction for this line was at East Camberwell. Would this have been included in the working timetable or was it arranged ad hoc by the signalmen?

Wikipedia has a strange comment about the approach to Camberwell on the Up side at this time:

*"This length of track was so steep that steam locomotives could not pull a fully laden train between the two stations, requiring peak hour trains to be separated. The locomotive would bring one set of carriages to Camberwell, then return for the other set, causing significant delays."*

[https://en.wikipedia.org/wiki/Camberwell\\_railway\\_station,\\_Melbourne](https://en.wikipedia.org/wiki/Camberwell_railway_station,_Melbourne)

The other station referred to is Auburn. The approach to Camberwell for at least 500m is now 1-in-50 but it was 1-in-45 prior to the regrading; this followed a section of 1 in 40. The altitude change between Auburn and Camberwell is now 16m, then it was 25m. This doesn't seem much but the horizontal distance is about 1.2 km – see the diagrams on p15

Hard to imagine it today but there were once three level crossings between Auburn and Camberwell; likewise three between Glenferrie and Auburn. (Trivia – there are ten suburban stations in Melbourne with names starting with G. Five of these start

with "Glen".)

One should bear in mind that 1 in 40 was the ruling grade for the line beyond Camberwell.

The DDE (D4) class 4-6-2T loco in use at the time had a tractive effort of 21,716 lb as per Geoff Lambert's database. This would be adequate to haul a six car (200t) train on such a grade.

But the point is that splitting a train on a busy suburban line would create an intolerable situation. The mind boggles! Maybe it happened occasionally when a loco wasn't performing well and/or when adhesive conditions were poor. The signalman at Camberwell would have had his hands full.

An interesting aspect of the timetable is the preponderance of short workings. Of the ten Up trains on the list, five started at either Canterbury or Camberwell. Factor in the Kew trains joining at Hawthorn (four between 7:31 and 8:30) the point is reinforced. This reflects the extent of suburban development and the absence of tram competition (see box). There were no through trains from the Darling line joining at Burnley in the peak hour.

What about the Ashy dasher you ask? This is a reference to the residual Outer Circle Railway that once ran from Fairfield on the Heidelberg line to Oakleigh on the Dandenong line. Nowadays the only section in use is from Camberwell to Ashburton (Ashy) and Alamein.

In 1915 it operated from Deepdene to the north of the Ringwood line to Ashburton in the south with a connection

## CAMBERWELL. [1913 General Appendix]

**1.** The Points leading from the Goods Yard to the Down Main Line, and from the Goods Yard to the Ashburton Line are worked from a two-lever frame near the Down end of the Up Platform. The levers are cross-locked from the Signal-box so that they cannot be moved without the consent of the Signalman.

**2.** There is a small portable building near the two-lever frame for the accommodation of the Shunter, and telephone communication with the Signal-box is provided so as to facilitate the working of the Cross Locks.

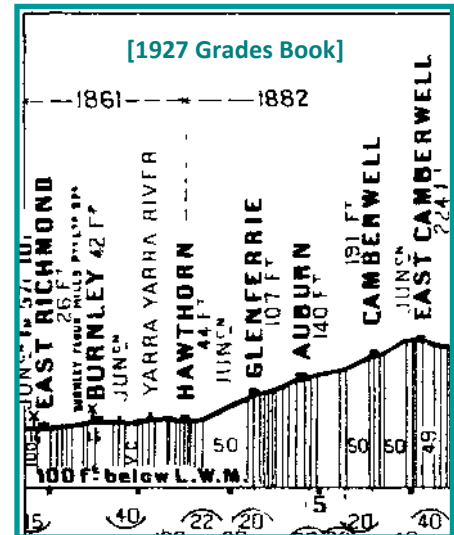
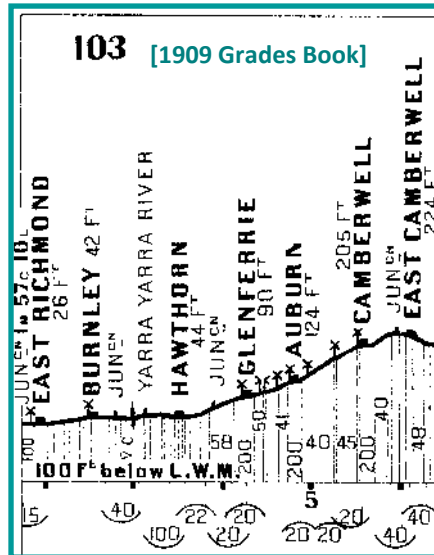
**3.** Should vehicles require to be shunted from the Goods Yard to the Down Line, or to the Ashburton Line, or vice versa, the person in charge of the frame must see that the road is clear before he manipulates the lever, and that the catch is firmly down in the notch before a Hand Signal is given for an engine or vehicles to pass over the Points. The Points must be left in their normal position after the shunting has been completed. Telephone communication is provided between the Frame and the Signal-box.

to the Ringwood line at East Camberwell. A positioning trip left Flinders St. (Melbourne) at 5:15 am (passengers carried) to arrive Ashburton at 6:10 am. It then shuttled backwards and forwards to Deepdene.

I was familiar with “Doggies” (dog boxes) and Tait trains as a young man growing up in Melbourne. Doggies were the swing door compartment foot board equipped cars stemming from the nineteenth century. First introduced in 1907, the Tait’s were wider (body) sliding door compartment cars but with passage ways between some of the compartments. Even in the 1960s doggies could be found on the occasional Ringwood line service.

It’s incredible that they had such a long life.

**Source:** compiled from Bradshaw’s Guide to Victoria August 1915, with additional General Appendix, 1909



and 1927 Grades Books and Track Diagram material from the Editor’s collection.

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### Line Rebuilding and Tramways

In about 1919, two lines in Melbourne were heavily rebuilt to eliminate level crossings.

1. The South Yarra to Caulfield rebuild was in connection with Quadruplication.
2. The Hawthorn to Camberwell rebuilding did not include extra trackage but provision was made for it as space was provided on the south side of Glenferrie and Auburn stations for an extra track.

This was the era of extensive tramway building in eastern Melbourne. Readers are strongly recommended to read Ian Brady’s (ATA Member) book: “Prahran and Malvern Tramways Trust – Melbourne’s Foremost Municipal Tramway” (Transit Australia Publishing, 2011).

On page 59, Ian tells the story of the Burke Rd. tram. This was opened in two sections – the southern one to the railway at Camberwell in December 1917, and the northern section on the other side of the railway in March 1918. The bridge over the railway was completed in September 1918. This is consistent with Wiki’s statement that the rebuilt Camberwell station came into service in 1919.

Almost certainly the key reason for the rebuild was to eliminate tramway / railway level crossings specially as electrification of the railways was being planned. On the Camberwell line there were potential crossings of tramways at two other points as well: Glenferrie Rd. at Glenferrie, and Burwood Rd. at Hawthorn but one suspects the latter always had a road overbridge. [the grades books show this –Editor]

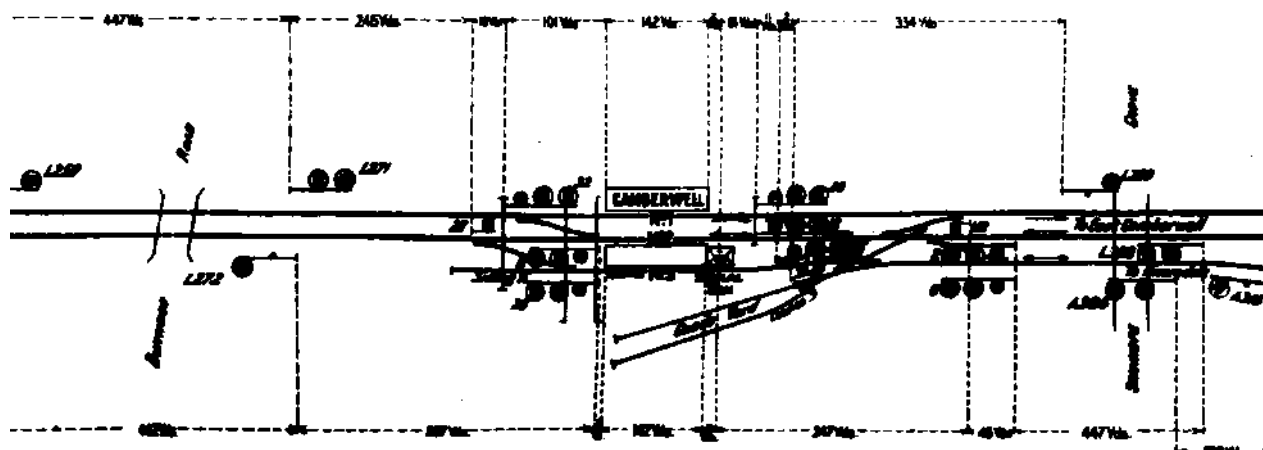
Level crossings may be manageable if the lines crossing are at or close to right angles. This was far from the case with some of the crossings on the Caulfield line so strengthening the case for their elimination, not to speak of the four tracking.

At Camberwell the line was trenched, i.e. placed in a cutting so that Burke Rd. crossed the line on a bridge. A three platform station was built which remains essentially unchanged to this day. A goods yard was provided on the Up side.

Melbourne got a number of tramway / railway level crossings. Some have closed, e.g. on the Royal Park – North Fitzroy corridor as a result of line closure. Two have been eliminated post war by railway trenching – Elsternwick and Gardiner. Kooyong, Riversdale and Glenhuntingly stations still remain.

## Camberwell - M-F Am Peak Train List

Time	Dn/Up	Dest/Orig	Notes
7:32	Dn	Terminate	
7:32	Up	Canterbury	
7:37	Dn	Terminate	
7:38	Up	Start	
7:42	Dn	Canterbury	
7:48	Up	Start	
7:52	Dn	Box Hill	
7:53	Up	Ringwood	Stop Glenferrie, Richmond only
7:58	Up	Box Hill	
8:08	Up	Canterbury	
8:11	Dn	Box Hill	
8:13	Up	Upper FT Gully	
8:16	Dn	Canterbury	
8:18	Up	Box Hill	
8:20	Dn	Terminate	1st stop Hawthorn
8:27	Dn	Ringwood	Express from Richmond
8:27	Up	Box Hill	Stop Richmond only
8:30	Up	Start	
(8:32)	(Up)	(Lilydale)	



## CHAPTER XX

WORKING THE TRAINS—THE RAILWAYMAN'S  
"BRADSHAW"

THE ORIGIN OF "BRADSHAW"—WORKING TIME-TABLES—THE "APPENDIX"—ARRANGING A TIME-TABLE—JUNCTIONS AND FOUR-TRACK LINES—HEAD CODES—THE STANDARD CODE—DISCS AND BOARDS—TAIL LAMPS—SLIPPING COACHES—FLAGS—WHISTLES—EXCHANGING THE MAILS—"SPECIALS"—SNOW PLOUGHS

IT is an old joke that "Bradshaw," the well-known book of railway time-tables, is a puzzle, and we may recall *Punch's* famous description of it as the book—

"Of trains arriving that never start;  
Of trains that seem to start and ne'er arrive;  
Of junctions where no union is effected;  
Of coaches meeting trains that never come;  
Of trains to catch a coach that never goes;  
Of trains that start long after they've arrived;  
Of trains arriving long before they leave."

In reality, however, "Bradshaw" is simple in principle, though as it contains particulars of all the regular trains on all the railways of the United Kingdom—perhaps 100,000 daily—with much other information, it is hardly surprising that it requires understanding. If a little trouble is taken, Bradshaw becomes quite clear, and it is sometimes more so than the time-tables published by the railway companies themselves. ABC railway guides are only useful for trains from a particular town or centre, but "Bradshaw" can be used anywhere.

## EARLY TIME-TABLES

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## THE ORIGIN OF "BRADSHAW"

George Bradshaw was born in 1801, in Manchester. He commenced business as an engraver of maps, principally of the canals in those days. He then added railway maps, and in 1839 conceived the idea of giving particulars of the trains then running, mainly to sell his maps, whereas now we are inclined to think of railway maps merely as useful additions to the time-tables. The railway companies did not take kindly to the idea, and some even objected to giving him particulars of their services. Possibly they thought that if they let people know too much about the trains, they would insist upon their running to time! But although from quite early days Bradshaw aimed at including time-tables of *all* railways in one volume, his list was a very small affair. In December, 1841, the first number of the famous *Guide*, which took the place of the little booklet published two years earlier, consisted of only thirty-two pages. Original copies of this first number are, by the way, very valuable, though they must not be confused with reprints issued a few years ago. As Bradshaw was a Quaker he referred to January as the 1st month [1st. mo.], and this practice is continued to this day, though the recognized name is given as well.

Since then "Bradshaw" has become one of the best-known of British publications, and when it was sold at sixpence a copy it was probably the best value in print to be had. Indeed, even at the present price, over 1,000 closely-printed pages, full of "facts and figures," are supplied, and one could hardly expect more.

But though "Bradshaw" is invaluable to the traveller, and though, despite its alleged complexity, many people will spend hours studying it from sheer interest, it is of little use to the railwayman. He may refer to it occasionally, but

It will be seen that the traffic of a railway is very much more complicated than appears from an ordinary time-table. Besides arranging the running of the trains, the carriages to form each have to be specified, and other books are issued showing how each train is to be made up, where the coaches are to be stabled, where they are to be cleaned, and all the duties they are to perform.

All these and other notices are usually printed; but no small part of the work of the officials consists in arranging guards and engine-men's duties, and these instructions are often "cyclostyled." Train men must not work more than eight hours, and if possible they must be brought back home to finish, and to accomplish this all sorts of manoeuvres have to be resorted to. Sometimes the men change trains or engines with other men so as to get home in time. In other cases, the changing of engines has to be arranged to permit of this. At times, engines and men work right through a long journey to make their full day and then "lodge" for the night at "dormitories," which have been established at many centres, returning home the next day. In fact, the arrangement of duties is one of the great troubles of the railway officer's life. It is not so bad with passenger trains, as their running can generally be relied upon. But goods men are liable to all sorts of delay, and in time of fog they may get hung up anywhere, so that it may be necessary to relieve them at places not intended.

## ARRANGING A TIME-TABLE

In arranging a time-table many things have to be taken into account. On a single line, goods and passenger trains must obviously be timed with reference to their passing one another. This cannot be done at any station, for some are "non-crossing" places. Allowance has also to be made

for goods trains requiring to work in the goods yards. On a double line fast trains cannot pass slower ones unless the latter can be cleared out of the way for the purpose. And at all junctions, or wherever one line crosses another, it will obviously cause delay unless each train is timed so that it does not interfere with any other. It has to be remembered, too, that although non-stopping trains are not given times at intermediate stations in the public time-tables, they are timed at junctions in the working books, as the signmen and others must know when they will pass.

The arrangement of the lines is important in this connexion. Even on a single line not every station has a double line, so that trains can only pass one another at places where they can be "crossed." Sometimes there are crossing places away from stations, and these have to be timed as well.

On a double line stations are frequently built with "platform loops," so that, if required, a train can pass another. That is, each line is doubled so that there are four lines through the station, platforms being given only to the outside lines. A stopping passenger train is run on to the platform line, and while it is waiting there an express can pass it on the middle through line. Or a goods train can wait on the through line while a stopping passenger train comes on to the platform loop and then goes away in front of it.

## JUNCTIONS AND FOUR-TRACK LINES

Junctions are always a source of delay, for usually one of the branch lines must cross others and may interfere with a through train in the opposite direction. To avoid this many junctions are made "flying" or "burrowing." One of the branch lines first diverges away from the direction in which it is to go, and then turns in and ascends to pass over



for goods trains requiring to work in the goods yards. On a double line fast trains cannot pass slower ones unless the latter can be cleared out of the way for the purpose. And at all junctions, or wherever one line crosses another, it will obviously cause delay unless each train is timed so that it does not interfere with any other. It has to be remembered, too, that although non-stopping trains are not given times at intermediate stations in the public time-tables, they are timed at junctions in the working books, as the signalmen and others must know when they will pass.

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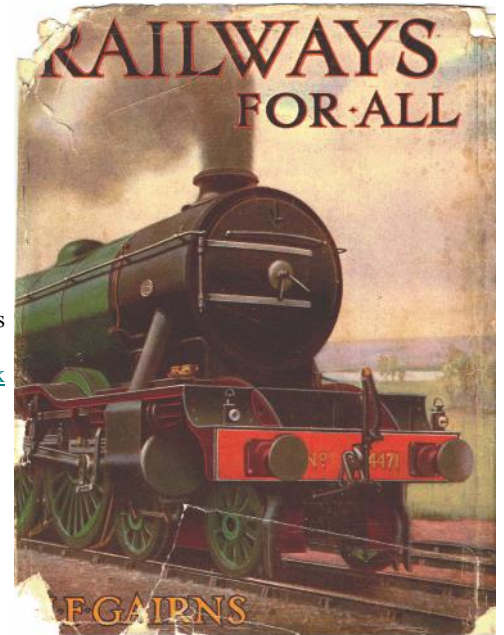
This article is an extract from the book below, part of the Owen Johnstone Donnett Collection—a Christmas Gift to Bob, from his mother in 1927

Railways for All, 3rd Edition by J F Gairns

Published by Ward Lock (1927)

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# How we fly between Australia and England

RICHARD MAY

**Q**ANTAS, WITH MUCH FANFARE, introduced a new flight in late March 2018 which travels from Australia to London without stopping. Flight QF9 originates in Melbourne and the leg from Perth to London is a mammoth 17 hours and 20 minutes. For passengers flying from cities other than Perth, the flight to London remains a one stop flight. Current Qantas flights from Melbourne and Sydney are already one stop flights with the stopover in Dubai. As such, there has been much debate in the media as to whether this flight direct to London is really any advance for the majority of Australian travellers.

Several years ago, my son completed a school assignment in which he investigated where some of his ancestors came from and how they arrived in Australia. One outcome of this work was a realisation that travelling between Australia and London (and vice versa) has not always been so speedy and comfortable. The advent of the new Qantas flight prompted another look at the information from the school assignment to assess how air travel between England and Australia had changed during the last 60 years.

While a number of our ancestors for whom records were available arrived in the 1800's by ship and so took many months to travel, my son's maternal grandmother flew to Australia in June 1960 using Qantas Empire Airways. A search of the internet found a British Overseas Airways Corporation (BOAC) timetable dated 24 April 1960 and the relevant pages for flights to Australia are shown in Figure 1 (from [www.timetableimages.com](http://www.timetableimages.com)). Flight EM546 departing London at 1145 on a Saturday is the schedule for "Granny's" flight. There were 9 scheduled stops before arrival in Sydney at 1930 on Monday. The timetable shows that the aircraft departing London was a de Havilland Comet 4 however a change to a Lockheed Super Constellation was necessary in Singapore. All

up, the scheduled journey time from London to Sydney was just under 47 hours. The new Qantas flight will take 22 hours 50 minutes from Melbourne to London, while the current flight via Dubai takes 24 hours 15 minutes.

In 1960, Qantas had 4 flights from London to Australia and BOAC had 5. All had flight durations varying between 42 and 48 hours and made between 6 and 10 stops along the way. The other point to note is the variation in the pattern of transit stops. The 9 flights visited a total of 23 different cities between London and their final destination with no two flights following the same pattern. Today, Qantas flights operate daily and run to the same schedule and stopping pattern on each day.

To further illustrate the differences in air travel that have taken place on this route, I have a BAOC timetable effective October 28th 1962 in my collection. This timetable is relevant from a personal perspective as in January 1963, my parents, together with their 2 children at the time left Sydney for London. My father, who was working for the Australian Atomic Energy Commission, had been seconded to the United Kingdom for 12 months. Flights at this time from Australia to London are shown in Figure 2. We travelled on Flight BA701 which used a BOAC Boeing 707 and departed Sydney at 1200 on Wednesday with a scheduled arrival in London at 1240 on Thursday. Elapsed time was 34 hours and 40 minutes which included 8 stops along the way. Letters written at the time indicate that actual arrival into London was over 3 hours late at about 1600, due mostly to an oil leak that needed repairs whilst the plane was in Tel Aviv. The flight must have been exhausting with a three year old and one year old in tow!

The flight time was certainly an improvement from the 1960 flight that my son's grandmother had used but

still much slower than current flights due to the large number of transit stops. Of interest, the fifth stop was made in Tehran which was immediately followed by a stop in Tel Aviv. It is hard to imagine any airline operating direct flights between those two cities today!

The introduction of the Boeing 747, which had a greater range than earlier aircraft, enabled the number of stops to be reduced when flying between Australia and England. A Qantas timetable effective 15 August 1986 shows two flights to London. QF1 originated in Melbourne, stopped in Sydney followed by Singapore and Bahrain. Flight time to London was 27 hours and 25 minutes from Melbourne and 24 hours and 40 minutes from Sydney. On three days a week QF9 originated in Sydney, stopped in Melbourne and reached London with only a single stop in Bombay. Flight time to London for QF9 was 22 hours and 55 minutes from Melbourne and 25 hours and 25 minutes from Sydney.

The 1986 timetable shows that one stop flights from the east coast of Australia to London, which are normal practice today, were scheduled by Qantas in the 1980's. Flight time for QF9 from Melbourne in 1986 was actually identical to the flight time for the new QF9 via Perth at just under 23 hours and faster than the current version of QF9 which flies via Dubai. While flying today to London is clearly a faster and simpler process in terms of elapsed time compared with flights in the early 1960's, it is questionable whether the new flight via Perth is such an improvement given that in 1986, we could fly to London just as quickly.

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Hours + - GMT	READ DOWN	Aircraft → Class → Service →	Britannia		Comet 4		S.C.†	Comet 4		707	Britannia		Comet 4		707	Comet 4		S.C.†	Comet 4		707	S.C.†	Comet 4		707		
			FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
			BA 304	BA 714	BA 708	EM 548	BA 712	EM 572	BA 304	BA 710	EM 574	BA 788	AI 410	BA 704	AI 112	AI 402	EM 546	EM 572									
+1	LONDON AIRPORT	North Side	dep.	Su. 13.50	Su. 15.30	Mo. 15.30		Tu. 10.45	Tu. 15.30	13.50	We. 19.00	Th. 15.30	Th. 23.00		Fr. 15.30	Su. 10.30								Sa. 11.45	Sa. 15.30		
+1	DUSSELDORF		arr.	16.45	17.30			12.00	12.45																		
+1	FRANKFURT-ON-MAIN		dep.			17.00						17.00			11.45												
+1	ZURICH		arr.			17.45						17.45			12.45												
+1	GENEVA		dep.	15.45	16.35					17.45	18.30					13.45											
+1	ROME		arr.									19.30			14.45										17.45		
+1	ATHENS		dep.									20.15													18.30		
+2	ISTANBUL		arr.																								
+2	CAIRO		dep.																								
+2	BEIRUT		arr.		23.15	23.10		18.30								19.35											
+2	TEL AVIV		dep.	23.10	23.55			19.15								20.20											
+2	TEL AVIV		arr.	23.55																							
+3	TEHRAN		dep.	Mo. 06.10																							
+3	TEHRAN		arr.																								
+3	BAHRAIN		dep.																								
+3	BAHRAIN		arr.																								
+4	KARACHI		dep.	Mo. 07.50	08.35	Tu. 07.45		08.30																			
+4	KARACHI		arr.																								
+5	BOMBAY		dep.																								
+5	BOMBAY		arr.																								
+5	MADRAS		dep.																								
+5	MADRAS		arr.																								
+5	COLOMBO		dep.																								
+5	COLOMBO		arr.																								
+5	CALCUTTA		dep.	12.35	13.20	12.30		13.15																			
+5	CALCUTTA		arr.																								
+6	RANGOON		dep.																								
+6	RANGOON		arr.																								
+7	BANGKOK		dep.	17.30	18.15																						
+7	BANGKOK		arr.																								
+7	KUALA LUMPUR		dep.																								
+7	KUALA LUMPUR		arr.																								
+7	SINGAPORE		dep.	21.15	22.15	21.05		22.05																			
+7	SINGAPORE		arr.																								
+7	JAKARTA		dep.																								
+7	JAKARTA		arr.																								
+9	DARWIN		dep.	05.25	06.25	05.15		06.15																			
+9	DARWIN		arr.																								
+8	PERTH		dep.																								
+8	PERTH		arr.																								
+10	BRISBANE		dep.																								
+10	BRISBANE		arr.																								
+10	MELBOURNE		dep.																								
+10	MELBOURNE		arr.																								
+10	SYDNEY		dep.	11.25	12.10	11.15		12.05																			
+10	SYDNEY		arr.																								
+10	MELBOURNE		dep.	12.10	13.50			12.45																			
+10	MELBOURNE		arr.																								

§ For details of service AI 112 prior to this date, please consult your local B.O.A.C. Appointed Travel Agent. ¶ EM 546 Singapore/Sydney sector operated by Super Constellation. § Timings at Cairo to read 1 hour earlier until May 1st.

All Comet First Class services (Class "F") offer full "sleeper-seat" accommodation

Hours + - GMT	READ DOWN	Aircraft → Class → Service →	Electra				S.C.†		Electra		S.C.†		Electra		S.C.†	
			FT	FT	FT	FT	FT	F	FT	FT	FT	FT	FT	FT	F	
			TE 652	EM 244	TE 954	TE 454	EM 334	EM 334	EM 262	EM 772	EM 244	EM 342	TE 852	EM 262	EM 334	
+10	SYDNEY		dep.	Daily 12.30	Su. 22.00	Mo. We. Sa. 13.00	Mo. 13.00	Tu. 21.30	Tu. 21.30	Tu. 23.59	We. 07.00	We. 22.00	Th. 20.00	Th. 12.30	Fr. 23.59	Sa. 21.30
+10	MELBOURNE		dep.													
+12	AUCKLAND		arr.	18.00			19.25				15.00					
+12	CHRISTCHURCH		arr.													
+9	DARWIN		dep.		Mo. 04.05	18.30										
+10	PORT MORESBY		arr.					Tu. 06.00	We. 06.00	05.00		04.05	Fr. 06.00	Sa. 05.00	Su. 06.00	
+10	LAE		arr.					08.20	08.20							
+8	MANILA		arr.		08.30											
+9	HONG KONG		arr.		12.25											
+9	TOKYO		arr.		18.10											

D.C.4 aircraft operate Port Moresby-Lae sector. ¶ TE 652—No Sunday service from May 1st. S.C.† Super Constellation. The above local services are a selection only; for full details of these Airlines services please consult your local Travel Agent or Airline office. TE Tasman Empire Airways. (B) Breakfast (M) Main Meal \* Joining passengers only A.I. Air-India International EM Qantas Empire Airways F First Class Service T Tourist Service.



# NEW ZEALAND — AUSTRALIA — BRITAIN

Hours + — GMT	READ DOWN	Aircraft → Class → Service →	707		Comet 4		Bri-tannia		Comet 4		707		Comet 4		S.C.†		707		Bri-tannia		S.G.C.§		707		Comet 4		Super Constellation		Comet 4		
			FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
			EM 571	EM 545	BA 303	BA 705	EM 571	BA 711	AI 403	AI 109	BA 303	EM 547	EM 573	BA 713	BA 709	AI 411	AI 115	BA 715													
+10	MELBOURNE	dep.				Mo. 10.30				We. 10.30																					
+10	SYDNEY	arr.	Su. 13.00	Su. 13.45		11.55	Tu. 13.00			11.55													Th. 11.00	Th. 13.00	Fr. 10.30					Sa. 13.00	
+10	MELBOURNE	dep.				13.00				13.00																					
+10	BRISBANE	dep.				16.00				16.00																					
+10	PERTH	arr.				16.45				16.45																					
+8	DARWIN	dep.				22.00				22.00													Th. 12.15	Th. 13.00							
+9½	JAKARTA	arr.	17.20	Mo. 06.45		07.45				07.45													Th. 16.50	Th. 17.40	Fr. 17.40					17.40	
+7½	SINGAPORE	arr.	20.30	B 10.15		23.25				23.25													Th. 16.00	Th. 17.00	Fr. 20.45	Sa. 20.45				20.45	
+7½	KUALA LUMPUR	arr.	21.30	12.00		12.55				12.55													Th. 17.35	Th. 18.25	Fr. 18.25	Sa. 18.25				18.25	
+7	BANGKOK	arr.	23.10	12.55		13.40				13.40													Th. 17.40	Th. 18.25	Fr. 18.25	Sa. 18.25				18.25	
+6½	RANGOON	arr.	23.55	13.40		14.25				14.25													Th. 18.00	Th. 18.40	Fr. 18.40	Sa. 18.40				18.40	
+5½	COLOMBO	arr.	00.45	15.15		16.00				16.00													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+5½	MADRAS	arr.	01.30	16.00		16.45				16.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+5	KARACHI	arr.	04.00	19.05		20.05				20.05													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+4	BAHRAIN	arr.	05.25	20.05		20.45				20.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+3½	TEHERAN	arr.	06.55	21.50		22.35				22.35													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+2	TEL AVIV	arr.	07.40	22.35		23.20				23.20													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+2	BEIRUT	arr.	09.25	23.35		24.20				24.20													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+3	CAIRO	arr.	10.10	24.25		25.10				25.10													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+2	ISTANBUL	arr.	11.20	25.10		25.55				25.55													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	ATHENS	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	ROME	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	GENEVA	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	ZURICH	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	FRANKFURT-ON-MAIN	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	DUSSELDORF	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	PARIS	arr.	12.05	26.00		26.45				26.45													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	
+1	LONDON AIRPORT North Side	arr.	14.30	07.05		22.10				22.10													Th. 18.00	Th. 19.00	Fr. 19.00	Sa. 19.00				19.00	

EM 545 Sydney/Singapore sector operated by Super Constellation. † Timings at Cairo to read 1 hour earlier until May 1st. Traffic restrictions apply to the carriage of passengers over certain sectors. For full details please consult your local B.O.A.C. Appointed Travel Agent or any B.O.A.C. office.

**All Comet First Class services (Class "F") offer full "sleeper-seat" accommodation**

Hours + — GMT	READ DOWN	Aircraft → Class → Service →	Electra		S.C.†		Electra		S.C.†		Electra		S.C.†		Electra	
			FT	F	FT	FT	FT	FT	F	FT	FT	FT	FT	FT		
			TE 639	EM 335	TE 435	TE 981	EM 335	EM 245	EM 335	EM 263	TE 881	TE/EM 775	EM 343	EM 245	EM 263	
+9	TOKYO	dep.														
+9	HONG KONG	dep.														
+8	MANILA	dep.														
+10	LAE	dep.		Su. 09.10												
+10	PORT MORESBY	dep.		11.30												
+9½	DARWIN	dep.				Mo. 08.30										
+12	CHRISTCHURCH	dep.	Daily† 09.30			11.40										
+12	AUCKLAND	dep.				21.50										
+10	MELBOURNE	arr.				19.45										
+10	SYDNEY	arr.				11.05										

D.C.4 aircraft operate Lae-Port Moresby sector. † TE 639—No Sunday service from May 1st. S.C.† Super Constellation. The above local services are a selection only; for full details of these Airlines services please consult your local Travel Agent or Airline office. § Super G Constellation. AI Air India International TE Tasman Empire Airways EM Qantas Empire Airways F First Class Service T Tourist Service B Breakfast M Main Meal \* Joining passengers only In addition to the meals shown, Tea and Light Refreshments are also served at appropriate times




## FLIGHT ITINERARIES – MEAL SERVICES – IN-FLIGHT ENTERTAINMENT

The itinerary of each Qantas flight in the Quick Reference Section of this timetable is given below together with arrival and departure times, flying times and details of the refreshments and meals served which are indicated by the following abbreviations.

B	Breakfast	M	Main Meal
CB	Continental Breakfast	R	Refreshments
L	Lunch	S	Supper
D	Dinner		

All times are local.

In-flight Films and Audio Entertainment subject to change without notice on Qantas 747 aircraft. In-flight films are indicated by the sign .

The following notes refer to changes in timings at various cities due to the introduction of summer or winter local time.




















† Timings at Amsterdam, Athens, Belgrade, Frankfurt and Rome to read one (1) hour later until September 27, 1986.

• Timings at London and Manchester to read one (1) hour earlier on October 26, 1986 only.

• Timings at Adelaide, Melbourne and Sydney to read one (1) hour later on October 26 and 27, 1986.



Flight	Day	Validity Routing		Meals	Depart/Arrive	Flying Time
QF1	1-3-56	(Until Oct 25) Melbourne/Sydney Sydney/Singapore Singapore/Bahrain Bahrain/London*		R D,R S,R B,R	1230/1350 1515/2110 2215/0045 0200/0655	1.20 7.55 7.30 6.55
QF1	-2-4-7	(Until Oct 25) Melbourne/Sydney Sydney/Singapore Singapore/Bahrain Bahrain/London London/Manchester		R D,R S,R B,R R	1230/1350 1515/2110 2215/0045 0200/0655 0755/0855	1.20 7.55 7.30 6.55 1.00
QF1	12-4-6	(From Oct 26) Melbourne/Sydney Sydney/Singapore Singapore/Bahrain Bahrain/London		R D,R S,R B,R	1330/1450 1615/2100 2215/0110 0240/0655	1.20 7.45 7.55 7.15
QF1	-3-5-7	(From Oct 26) Melbourne/Sydney Sydney/Singapore Singapore/Bahrain Bahrain/London London/Manchester		R D,R S,R B,R R	1330/1450 1615/2100 2215/0110 0240/0655 0755/0855	1.20 7.45 7.55 7.15 1.00
QF2	1-3-5	(Until Oct 24) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Sydney* Sydney/Melbourne*		R D B,L D,CB R	1900/2000 2115/0540 0655/1945 2105/0625 0745/0905	1.00 6.25 7.50 7.20 1.20
QF2	-2-4-67	(Until Oct 25) London/Bahrain Bahrain/Singapore Singapore/Sydney* Sydney/Melbourne*		D B,L D,CB R	2115/0540 0655/1945 2105/0625 0745/0905	6.25 7.50 7.20 1.20
QF2	1-4-6	(From Oct 26) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Sydney Sydney/Melbourne		R D B,L D,CB R	1845/1945 2045/0605 0720/1945 2110/0740 0900/1020	1.00 6.20 7.25 7.30 1.20
QF2	-23-5-7	(From Oct 26) London/Bahrain Bahrain/Singapore Singapore/Sydney Sydney/Melbourne		D B,L D,CB R	2045/0605 0720/1945 2110/0740 0900/1020	6.20 7.25 7.30 1.20
QF3	1-3-5-7	(Until Oct 25) Melbourne/Sydney Sydney/Honolulu Honolulu/San Francisco		R D,B L	1830/1950 2100/1015 1130/1920	1.20 9.15 4.50
QF3	-2-4-7	(Until Oct 25) Melbourne/Sydney Sydney/Honolulu Honolulu/San Francisco		R D,B L	1530/1650 1800/0715 0630/1620	1.20 9.15 4.50

Flight	Day	Validity Routing		Meals	Depart/Arrive	Flying Time
QF3	.....6	(Until Oct 31) Sydney/Brisbane Brisbane/Honolulu Honolulu/San Francisco		R D,B L	1600/1725 1830/0710 0630/1620	1.25 8.40 4.50
QF3	1-3-5-7	(From Oct 26) Melbourne/Sydney Sydney/Honolulu Honolulu/San Francisco		R D,B L	1930/2050 2200/1020 1130/1820	1.20 9.20 4.50
QF3	-2-4-7	(From Oct 26) Melbourne/Sydney Sydney/Honolulu Honolulu/San Francisco		R D,B L	1630/1750 1900/0720 0630/1520	1.20 9.20 4.50
QF3	.....6	(From Nov 1) Sydney/Honolulu Honolulu/San Francisco		D,B L	1900/0720 0630/1520	9.20 4.50
QF4	.....6	(Until Oct 3) San Francisco/Honolulu Honolulu/Sydney Sydney/Melbourne		D S,B R	2100/2315 0030/0630 0600/0920	5.15 10.00 1.20
QF4	-3-5-7	(Until Oct 25) San Francisco/Honolulu Honolulu/Sydney Sydney/Melbourne		D S,B R	2100/2315 0030/0630 0745/0905	5.15 10.00 1.20
QF4	12-4-6	(Until Oct 25) San Francisco/Honolulu Honolulu/Sydney Sydney/Melbourne		D S,B R	2100/2315 0030/0630 0600/0920	5.15 10.00 1.20
QF4	...4-7	(Until Oct 25) San Francisco/Honolulu Honolulu/Brisbane Brisbane/Sydney		D S,B R	2100/2315 0030/0605 0715/0840	5.15 9.35 1.25
QF4	.....6	(Oct 4 - Oct 25) San Francisco/Honolulu Honolulu/Sydney* Sydney/Melbourne*		D S,B R	2100/2315 0030/0630 0745/0905	5.15 10.00 1.20
QF4	12-4-6	(From Oct 26) San Francisco/Honolulu Honolulu/Sydney Sydney/Melbourne		D S,B R	2100/0030 0140/0840 1000/1120	5.30 10.00 1.20
QF4	-3-5-7	(From Oct 26) San Francisco/Honolulu Honolulu/Sydney Sydney/Melbourne		D S,B R	2100/0030 0140/0840 1020/1140	5.30 10.00 1.20
QF4	...4-7	(From Oct 26) San Francisco/Honolulu Honolulu/Sydney		D S,B	2100/0030 0140/0840	5.30 10.00
QF5	...4-7	(Until Sep 30) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Athens Athens/Frankfurt Frankfurt/Amsterdam		R D,R S S,B R R	1300/1420 1525/2105 2230/2345 0100/0705 0815/1005 1120/1225	1.20 7.40 2.15 10.05 2.50 1.05
QF5	-2-4-6	(Until Oct 25) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Frankfurt		R D,R S R,B	1300/1420 1525/2105 2230/2345 0100/0650	1.20 7.40 2.15 11.50
QF5	...4-7	(Oct 1 - Oct 23) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Athens Athens/Frankfurt Frankfurt/Amsterdam		R D,R S S,B R R	1300/1420 1525/2105 2230/2345 0100/0605 0745/0935 1035/1140	1.20 7.40 2.15 10.05 2.50 1.05
QF5	...4-7	(From Oct 24) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Athens Athens/Frankfurt Frankfurt/Amsterdam		R D,R S S,B R R	1415/1535 1640/2105 2220/2330 0100/0705 0815/1010 1110/1220	1.20 7.25 2.10 11.05 2.55 1.10
QF5	-2-4-6	(Oct 26 - Nov 29) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Frankfurt		R D,R S R,B	1415/1535 1640/2105 2220/2330 0100/0725	1.20 7.25 2.10 12.25
QF5	-2-4-6	(From Nov 30) Sydney/Melbourne Melbourne/Singapore Singapore/Bangkok Bangkok/Athens Athens/Frankfurt		R D,R S S,B R	1415/1535 1640/2105 2220/2330 0100/0705 0815/1010	1.20 7.25 2.10 11.05 2.55

## FLIGHT ITINERARIES – MEAL SERVICES – IN-FLIGHT ENTERTAINMENT

Flight	Day	Validity Routing	✈	Meals	Depart/Arrive	Flying Time
QF6	..3..7	(Until Oct 25) Frankfurt/Bangkok Bangkok/Singapore Singapore/Melbourne Melbourne/Sydney	✈	S,B L D,CB R	2130/1450 1645/1955 2115/0620 0730/0850	11 20 2 10 7 06 1 20
QF6	. 5	(Until Oct 30) Amsterdam/Frankfurt Frankfurt/Athens† Athens/Bangkok Bangkok/Singapore Singapore/Melbourne Melbourne/Sydney	✈	R S B,L R D,CB R	1915/2025 2130/0115 0225/1715 1815/2125 2245/0750 0900/1020	1 10 2 45 9 50 2 10 7 06 1 20
QF6	. 3 . 7	(From Oct 26) Frankfurt/Bangkok Bangkok/Singapore Singapore/Melbourne Melbourne/Sydney	✈	D,B M D,CB R	2130/1445 1610/1925 2045/0655 0805/0925	11 15 2 15 7 10 1 20
QF6	. -5	(From Oct 31) Amsterdam/Frankfurt Frankfurt/Athens Athens/Bangkok Bangkok/Singapore Singapore/Melbourne Melbourne/Sydney	✈	R S B,L R D,CB R	1930/2045 2130/0115 0225/1640 1745/2100 2215/0825 0835/1055	1 15 2 45 9 15 2 15 7 10 1 20
QF7	-3- ..	(Until Sep 30) Adelaide/Perth Perth/Singapore Singapore/Bahrain Bahrain/London	✈	R D S,R B,R	1125/1310 1530/2035 2215/0045 0200/0655	3 15 5 06 7 30 6 55
QF7	...5 .	(Until Sep 30) Perth/Singapore Singapore/Bahrain Bahrain/London	✈	D S,R B,R	1530/2035 2215/0045 0200/0655	5 06 7 30 6 55
QF7	-2 ..	(Until Oct 6) Perth/Singapore Singapore/Bahrain Bahrain/London London/Manchester	✈	D S,R B,R R	1530/2035 2215/0045 0200/0655 0755/0855	5 06 7 30 6 55 1 00
QF7	. -6	(Until Oct 25) Perth/Singapore Singapore/Bahrain Bahrain/London	✈	D S,R B,R	1500/2006 2215/0045 0200/0655	5 06 7 30 6 55
QF7	. 3 .	(Oct 1 - Oct 24) Sydney/Adelaide Adelaide/Perth Perth/Singapore Singapore/Bahrain Bahrain/London	✈	B R D S,R B,R	0645/1020 1125/1310 1530/2035 2215/0045 0200/0655	2 06 3 15 5 06 7 30 6 55
QF7	...5..	(Oct 1 - Oct 24) Sydney/Perth Perth/Singapore Singapore/Bahrain Bahrain/London	✈	L D S,R B,R	1000/1250 1530/2035 2215/0045 0200/0655	4 50 5 06 7 30 6 55
QF7	2.....	(Oct 7 - Oct 24) Sydney/Perth Perth/Singapore Singapore/Bahrain Bahrain/London London/Manchester	✈	L D S,R B,R R	0910/1200 1530/2035 2215/0045 0200/0655 0755/0855	4 50 5 06 7 30 6 55 1 00
QF7	-2 . ..	(From Oct 25) Sydney/Perth Perth/Singapore Singapore/Bahrain Bahrain/London	✈	L D S,R B,R	1030/1205 1530/2030 2215/0110 0240/0655	4 35 5 00 7 55 7 15
QF7	3 .	(From Oct 25) Sydney/Adelaide Adelaide/Perth Perth/Singapore Singapore/Bahrain Bahrain/London London/Manchester	✈	R R D S,R B,R	0950/1120 1225/1305 1530/2030 2215/0110 0240/0655 0755/0855	2 00 3 10 5 00 7 55 7 15 1 00
QF7	... 5	(From Oct 25) Sydney/Perth Perth/Singapore Singapore/Bahrain Bahrain/London London/Manchester	✈	L D S,R B,R R	1100/1235 1530/2030 2215/0110 0240/0655 0755/0855	4 35 5 00 7 55 7 15 1 00
QF7	. 6.	(From Oct 26) Perth/Singapore Singapore/Bahrain Bahrain/London	✈	D S,R B,R	1500/2000 2215/0110 0240/0655	5 00 7 55 7 15
QF8	1 .....	(Until Sep 28) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Perth	✈	R D B,L S	1900/2000 2115/0640 0655/1945 2210/0306	1 00 6 25 7 50 4 55
QF8	2 ...	(Until Sep 29) London/Bahrain Bahrain/Singapore Singapore/Perth	✈	D B,L S	2115/0640 0655/1945 2210/0306	6 25 7 50 4 55
QF8	...4...	(Until Oct 25) London/Bahrain Bahrain/Singapore Singapore/Perth	✈	D B,L S	2115/0640 0655/1945 2255/0350	6 25 7 50 4 55
QF8	. 5 .	(Until Oct 25) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Perth	✈	R D B,L S	1900/2000 2115/0640 0655/1945 2225/0320	1 00 6 25 7 50 4 55
QF8	1 .	(Sep 29 - Oct 25) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Perth Perth/Adelaide Adelaide/Sydney	✈	R D B,L S L R	1900/2000 2115/0640 0655/1945 2210/0306 1215/1625 1735/1955	1 00 6 25 7 50 4 55 2 40 1 50
QF8	2	(Sep 30 - Oct 25) London/Bahrain Bahrain/Singapore Singapore/Perth Perth/Sydney	✈	D B,L S B	2115/0640 0655/1945 2210/0306 0645/1140	6 25 7 50 4 55 3 55
QF8	1	(From Oct 26) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Perth Perth/Adelaide Adelaide/Sydney	✈	R D B,L S L R	1845/1945 2045/0606 0720/1945 2210/0306 1215/1725 1835/2065	1 00 6 20 7 25 4 55 2 40 1 50
QF8	-2 ...	(From Oct 26) London/Bahrain Bahrain/Singapore Singapore/Perth Perth/Sydney	✈	D B,L S B	2045/0606 0720/1945 2210/0306 0610/1306	6 20 7 25 4 55 3 55
QF8	...4 ..	(From Oct 26) Manchester/London London/Bahrain Bahrain/Singapore Singapore/Perth	✈	R D B,L S	1845/1945 2045/0606 0720/1945 2250/0345	1 00 6 20 7 25 4 55
QF8	. -5.	(From Oct 26) London/Bahrain Bahrain/Singapore Singapore/Perth	✈	D B,L S	2045/0606 0720/1945 2210/0306	6 20 7 25 4 55
QF9	2 4 6	(Until Oct 25) Sydney/Melbourne Melbourne/Bombay Bombay/London	✈	S,B M,R	1930/2050 2200/0640 0655/1155	1 20 12 10 9 30
QF9	. . . .	(Nov 11 Only) Perth/Sydney Sydney/Melbourne Melbourne/Bombay Bombay/London	✈	L S,B M,R	1100/1755 2115/2235 2350/0610 0725/1206	3 55 1 20 11 50 10 10
QF9	2 4 6	(From Oct 26) Sydney/Melbourne Melbourne/Bombay Bombay/London	✈	S,B M,R	2115/2235 2350/0610 0725/1206	1 20 11 50 10 10
QF10	..3 5-7	(Until Oct 25) London/Bombay Bombay/Sydney Sydney/Melbourne	✈	L,S B,L R	1400/0320 0435/2050 2210/2330	8 50 11 45 1 20
QF10	3 5 7	(From Oct 26) London/Bombay Bombay/Sydney Sydney/Melbourne	✈	L,S B,L R	1030/0045 0200/1920 2040/2200	8 45 11 50 1 20
QF11	1- 4 6	(Until Oct 25) Sydney/Los Angeles	✈	L,S,B	1245/0915	13 30
QF11	2 .....	(Until Oct 25) Sydney/Honolulu Honolulu/Los Angeles	✈	D,B L	1800/0715 0815/1630	9 15 5 15
QF11	. 3 5..	(Until Oct 25) Melbourne/Sydney Sydney/Papeete Papeete/Los Angeles	✈	R L,R S,B	0845/1006 1115/2155 2325/1020	1 20 6 40 7 55
QF11	.....7	(Until Oct 25) Melbourne/Sydney Sydney/Papeete Papeete/Los Angeles	✈	R L,R S,B	0830/0950 1115/2155 2325/1020	1 20 6 40 7 55
QF11	1..4 6.	(From Oct 26) Sydney/Los Angeles	✈	L,S,B	1245/0915	13 30

