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DEPARTMENT OF TRANSPORT



COUNTRY TIMETABLE

EFFECTIVE JULY 31, 1990



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Qh

**Inside: Suburban or Country?
QR PTTs**

Travelling at the speed of light in Woodend

RRP \$4.95
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The Times

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Suburban or Country?

Letter from **ALBERT ISAACS**

VICTOR ISAACS' ARTICLE on VR PTTs 1875-1941 (The Times, July 2019) was fascinating and I can't wait for the next section.

In the middle column of page 12 is a list of country lines that are only found in the Suburban PTT, because they're extensions of suburban lines and, more importantly, because they were part of the VR Metropolitan Division. There's one such line that's missing from the list, and it's arguably the most interesting because trains to the country destination took a different route through the inner suburbs than purely suburban trains. I talk of the Thomastown/Whittlesea line.

After the direct line from Flinders Street/Princes Bridge to Collingwood (now Victoria Park) via Jolimont, was

opened on 21st October 1901, all suburban trains to Thomastown took the new, shorter route. However, trains to the terminus at Whittlesea continued to operate via North Fitzroy and Royal Park (that is, the Inner Circle) until the line beyond Epping was closed on 28th November 1959. Suburban electrification was officially opened to Epping, two days' later on 30th November 1959. Whittlesea was consecutively served by steam-hauled trains, Petrol-Electric Rail Motors and DERMs (Diesel-Electric Rail Motors).

Interestingly, my 28th April 1941 Suburban PTT lists all country extensions on the front cover and includes a couple of interesting places. Upper Ferntree Gully is listed along with Gembrook, presumably because UFTG was the change of gauge station from 5' 3" (1600 mm) to 2' 6" (762

mm), even though both services are shown on the same table, along with Cockatoo and Monbulk buses.

The cover list also refers to "Stony Point & Cowes" (sic) even though the Stony Point service is shown in the main part of the TT, but the connecting Stony Point-Cowes (Phillip Island) steamer is at the back of the TT in a section entitled: COMBINED RAIL, ROAD, STEAMER SERVICES – TIME TABLES FOR THE THROUGH JOURNEY. Of course, there are many other connecting services in this section that don't get a guernsey on the cover list.

So there we are! I hope that this adds to Victor's original, interesting article.

[The photos below, from various sources, are of the Whittlesea line just before closure– and popped up on Google Images using the phrase "[whittlesea derm](#) -"Ed.]

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Rail PTTs of Queensland

VICTOR ISAACS and article notes

TIMETABLES WERE PUBLISHED in the Queensland Government Gazette from 1865 until 1889. These timetables [sample at right] were published when services changed and when new sections of line opened. As well, timetables were often reprinted for no apparent reason, probably to fill up space in the Gazette and because they were already typeset and available. Sometimes this had funny results, for example, in the late 1870s the timetable for Sunday trains on the Brisbane-Ipswich line was republished every few weeks, but the timetable for the more important weekday trains did not appear for years.

As well as the one-off timetables for individual lines, the Government Gazette reprinted the entire system as Supplements at approximately monthly intervals from 2 October 1884 until 5 June 1889, thus providing an excellent source of information.

However, I have no information about the ordinary QR Public timetables for this period.


The first QR Public timetable I have sighted is 9 May 1910 [page 5, upper left]. This is 150 pages, 6 x 9.5 inches, price one penny. The first 40 pages on glossy paper are advertisements. The remainder is on poor quality paper. Full suburban and country timetable and fares information are given of course. The final 40 pages is given over to copious detail of regulations and rules concerning fares and parcels. A nice fold-out map shows the railways of the State, with an enlargement of SE Queensland on the other side.

The next QR PTT I have seen is 16 November 1924. Now, it has greatly expanded, partially because the system has grown. It is also bigger because the fares and parcels regulations section at the back is much bigger. It was a standing joke for many years that QR provided all this information to provide something to keep passengers from being bored during

long, slow journeys across the inland plains. Some of this information was so strange as to be scarcely credible. Looking at the 31 May 1936 PTT, I pick at random page 158 giving special rates for passengers visiting the Muckadilla Baths (only upon presentation of a certificate from the originating Station Master), and on the next page, "Persons travelling as conveyors in charge of homing pigeons." My favourite items are the details of rates for "Rowing boats, accompanied by crews, carried (by day trains only) on top of carriages", and

the concession rates for birds returning from egg-laying competitions (pages 211 and 212). I am not making these up!

The QR had difficulty sticking to an arrangement for the Country portion of its PTT. It always started with the Main Line (i.e. Brisbane to Toowoomba and beyond). Sometimes there would then be the branches from this line, followed by the North Coast line and its branches, then the Central line and its branches, then the Great Northern line and its branches, before



SUPPLEMENT
TO THE
QUEENSLAND
Government Gazette.

PUBLISHED BY AUTHORITY.

VOL. XXXVII.] FRIDAY, 16th SEPTEMBER, 1885. [No. 47.

QUEENSLAND SOUTHERN AND WESTERN RAILWAY.
TIME TABLE—KILBARNKY BRANCH.

On and after MONDAY, 21st September, 1885, the following Time Table will come into operation, and remain in force until further notice:—

UP TRAINS.

Stn. No. of State.	Stn. Name.	Height of Junction.	Particulars.	Days.	Hours.	Minutes.
100	Rock	1917	Warwick	depart	10-00	0
107	1	1530	Kilbarnky Junction	..	10-5	15
172	4	1570	Heardsburg	..	10-27	0
176	6		Gleichen	..	10-40	0
273	7	1522	Susan Creek	..	10-41	20
177	10	1636	Mount Stuart	..	11-1	30
180	12	1635	Yungah	..	11-13	30
181	11		Donkey	..	11-10	0
182	16	1668	Iron Gate	..	11-23	0
185	19	1625	Ryan's Station	..	11-45	0
190	23	1623	Iron Creek	..	12-1	0
195	28	1621	MILLBARNKY	arrive	12-20	0

DOWN TRAINS.

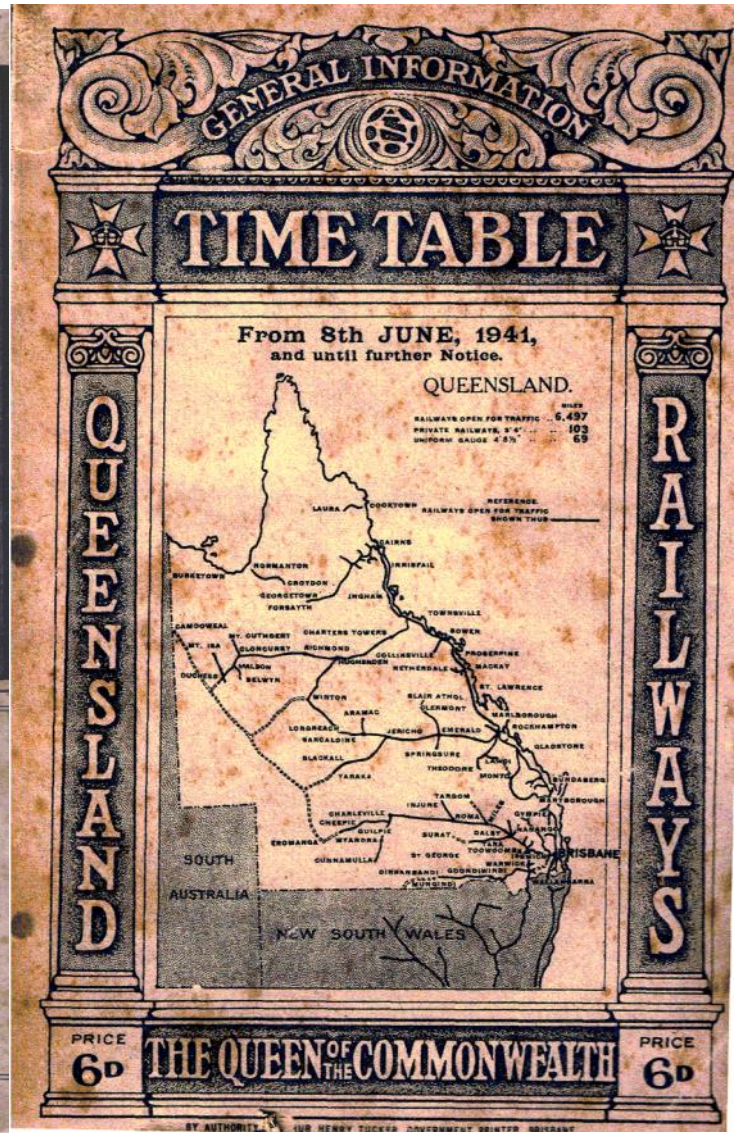
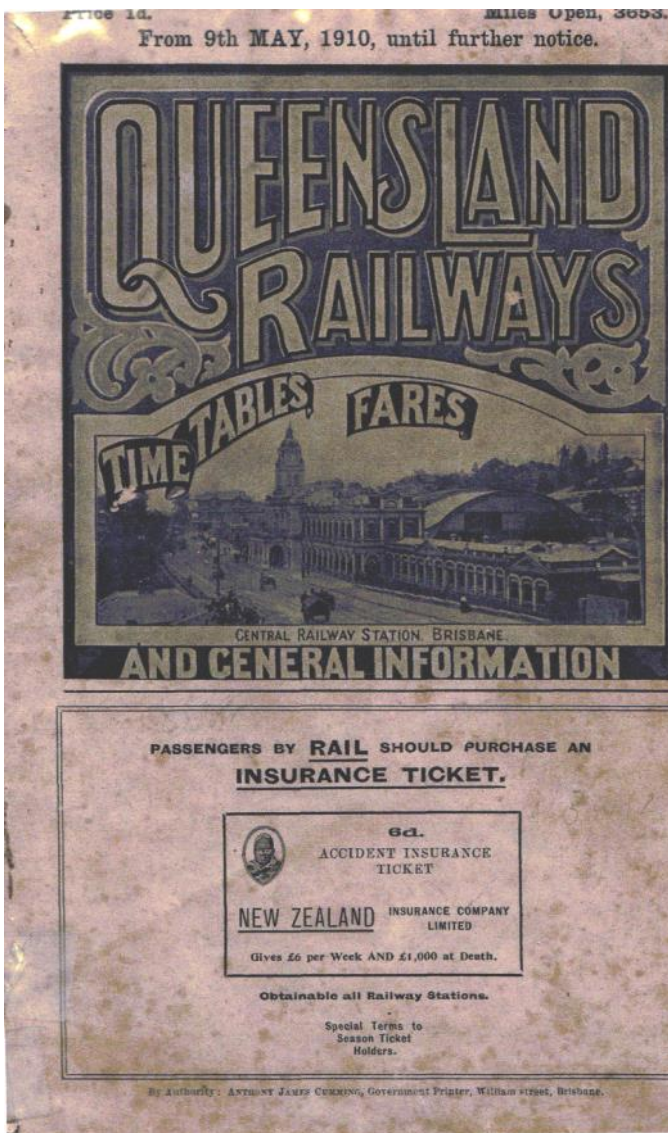
Stn. No. of State.	Stn. Name.	Height of Junction.	Particulars.	Days.	Hours.	Minutes.
195	28	1621	MILLBARNKY	depart	1-15	0
190	23	1623	Iron Creek	..	1-26	0
185	19	1625	Ryan's Station	..	1-38	0
182	16	1668	Iron Gate	..	1-50	0
181	11		Donkey	..	2-02	0
180	12	1635	Yungah	..	2-14	0
177	10	1636	Mount Stuart	..	2-26	0
176	6		Gleichen	..	2-38	0
172	4	1570	Heardsburg	..	2-50	0
107	1	1530	Kilbarnky Junction	..	3-02	0
100	Rock	1917	Warwick	arrive	3-14	0

to leave stations to pick up passengers or to receive or deliver parcels, or to wait on platforms. Passengers waiting to alight should give the notice to sound. The proviso except including passengers should be in force in all cases.

F. GIBSON,
Commissioner for Railways.

Brisbane, 16th September, 1885.

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concluding with the isolated lines in the Far North. But sometimes, all the various mainlines would be grouped together at the beginning, followed by all the branches. There was change, too, in how the very long North Coast line was treated. Sometimes, each section (e.g., Brisbane-Maryborough, Maryborough-Rockhampton and so on) would follow in sequence, and then in reverse going south. At other times each sequence northwards would be followed by the same sequence going southwards.

From the edition of 2 November 1975, QR went to a small page size, 15 x 23 cm, and glossy paper for its PTTs. The format, however, was basically similar. The strange collection of regulations concerning parcels traffic was still included, albeit much reduced. There were now advertisements to finance the publication, and attractive pictures of QR rail scenes, in particular on the front cover.

From the next edition, 20 March 1977,

there were also occasional historical notes, and from the following edition, January 1979, some lists of nomenclature of station names. This style of timetable lasted until the edition of 29 June 1986.

The QR PTT of 31 July 1990 was a special one-off production to mark the 125th anniversary of QR. It was

possibly the most interesting PTT ever published in Australasia and certainly the most attractive. As such, it deserves an extended description. It is 56 glossy pages, plus covers, A4 size, price a hefty \$4.95. The front cover illustration is of Queensland's first train in 1865 [our front cover]. Inside front cover: freight train ad; p1 Commissioner's Foreword; p2 Index;



BRISBANE TO CAIRNS				CAIRNS TO BRISBANE			
Km from Brisbane			Tue, Thur and Sat.	Km from Cairns			Mon, Thur and Sat.
-	Brisbane (Roma Street).....	DEP	9.10am	-	Cairns	DEP	7.00am
11	Northgate	DEP	9.31	87	Innisfail	ARR	8.50
58	Caboolture	DEP	10.08			DEP	8.55
105	Nambour.....	DEP	11.07	135	Tully	ARR	9.48
172	Gympie North	ARR	12.15pm			DEP	9.58
Gympie passengers change at Gympie North where a Coach transfer is provided. Passengers joining "The Sunlander" are to check in at the Gympie Station Ticket Office prior to the departure of the Coach at 12.05pm.				232	Ingham.....	ARR	11.35
172	Gympie North	DEP	12.35pm			DEP	11.40
267	Maryborough West	ARR	2.31	340	Townsville.....	ARR	1.45pm
Maryborough passengers change at Maryborough West where a Coach transfer is provided. Passengers joining "The Sunlander" are to check in at the Maryborough Station prior to the departure of the Coach at 2.05pm.						DEP	2.20
267	Maryborough West	DEP	2.35	421	Ayr	DEP	4.08
351	Bundaberg.....	ARR	3.45	432	Home Hill	DEP	4.22
		DEP	3.50	531	Bowen	ARR	6.14
529	Gladstone	ARR	6.40			DEP	6.19
		DEP	6.55	596	Proserpine.....	ARR	7.30
639	Rockhampton	ARR	8.35			DEP	7.35
		DEP	9.00	717	Mackay	ARR	9.55
			Wed, Fri and Sun.			DEP	10.10
812	St Lawrence.....	DEP	12.34am	870	St Lawrence.....	DEP	1.23am
864	Mackay	ARR	3.35	1042	Rockhampton	ARR	4.40
		DEP	3.50			DEP	5.10
1085	Proserpine.....	ARR	6.15	1152	Gladstone	ARR	6.40
		DEP	6.20			DEP	6.50
1150	Bowen	ARR	7.25	1330	Bundaberg.....	ARR	9.40
		DEP	7.30			DEP	9.45
1249	Home Hill	DEP	9.19	1414	Maryborough West	ARR	10.56
1260	Ayr.....	DEP	9.35	Maryborough passengers change at Maryborough West where a Coach transfer is provided. Passengers joining "The Sunlander" are to check in at the Maryborough Station prior to the departure of the Coach at 10.30am			
1341	Townsville.....	ARR	11.20	1414	Maryborough West	DEP	11.00
		DEP	11.50	1509	Gympie North	ARR	12.45pm
1449	Ingham.....	ARR	1.47pm	Gympie passengers change at Gympie North where a Coach transfer is provided. Passengers joining "The Sunlander" are to check in at the Gympie Station Ticket Office prior to the departure of the Coach at 12.25pm.			
		DEP	1.53	1509	Gympie North	DEP	12.55pm
1546	Tully	ARR	3.28	1576	Nambour.....	DEP	2.20
		DEP	3.38	1630	Caboolture	DEP	3.21
1594	Innisfail	ARR	4.30	1670	Northgate	DEP	4.04
		DEP	4.35	1681	Brisbane (Roma Street)	ARR	4.25pm
1681	Cairns.....	ARR	6.30pm				



QR's Super Sunlander travel train pictured travelling northbound near Pomona.

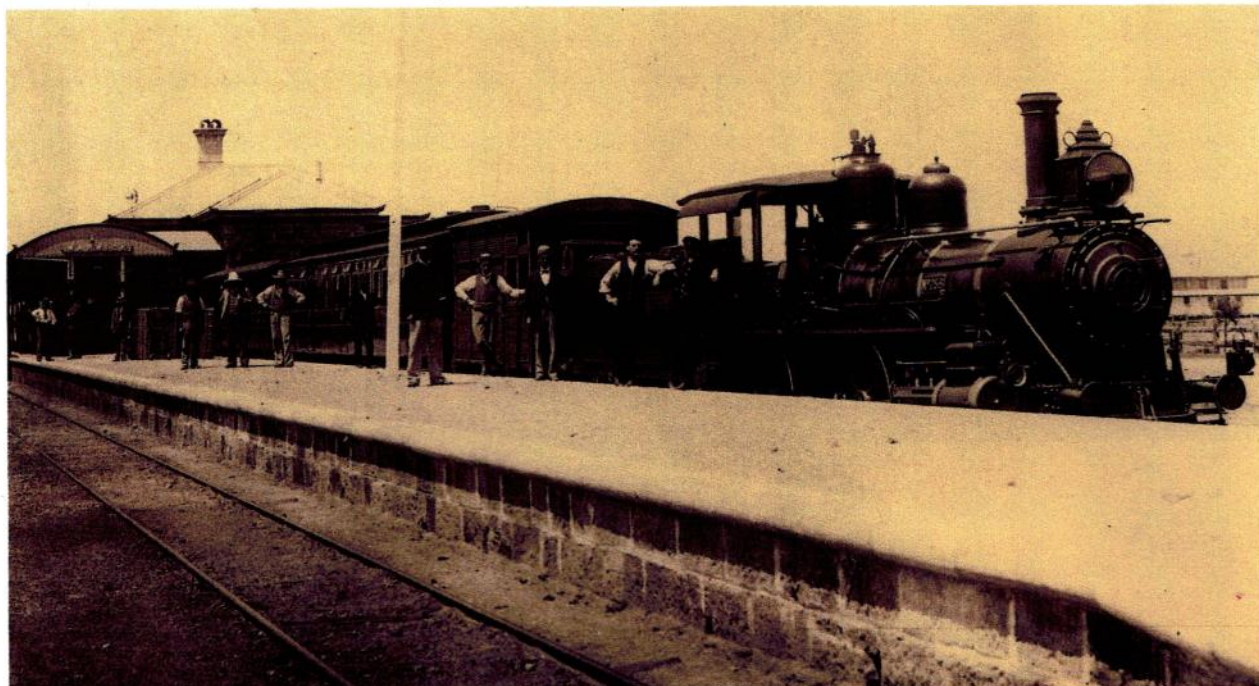
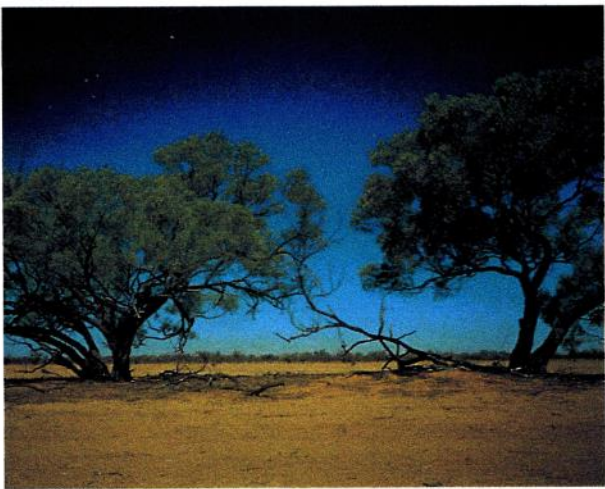
BRISBANE TO DIRRANBANDI

DIRRANBANDI TO BRISBANE

Km from Brisbane		Mon and Thur
-	Brisbane (Roma Street)..... DEP	6.30pm
11	Corinda..... DEP	6.43
38	Ipswich..... DEP	7.11
115	Helidon..... DEP	8.41
161	Toowoomba..... ARR	10.40
		11.55
214	Clifton..... DEP	
		Tue & Fri
255	Warwick..... ARR	12.46am
		1.15
373	Inglewood..... ARR	4.08
		4.35
457	Goondiwindi..... ARR	6.17
		6.52
502	Toobeah..... DEP	8.25
605	Thallon..... DEP	12.20pm
668	Dirranbandi..... ARR	2.06pm

Km from Dirranbandi		Tue and Fri
-	Dirranbandi..... DEP	5.10pm
63	Thallon..... DEP	9.30
		Wed & Sat
166	Toobeah..... DEP	1.00am
211	Goondiwindi..... ARR	2.13am
		2.50
295	Inglewood..... ARR	4.56
		5.40
413	Warwick..... ARR	9.11
		10.00
454	Clifton..... DEP	11.03
507	Toowoomba..... ARR	12.55pm

Train service terminates on arrival at Toowoomba.
Connections to Helidon, Gatton, Ipswich and Brisbane available with McCaffertys Coachlines "Metro Link" (Coach to Ipswich and Citytrain to Brisbane).



Warwick Station, circa 1900

MAIN AND SOUTHERN LINES—continued.

BRISBANE TO TOOWOOMBA, WALLAN-GARRA, AND SYDNEY—continued.

Stations.	Motor Pass. Fri. only.	Motor Pass. Tues. and Wed.	Pass. Sat. only.	Mail. Tues. and Fri.	Pass. Daily. Ex. Sat. and Sun.	Motor Pass. Thurs. only.	Pass. Mon. Tues. Thurs. Fri.	Mail. Wed. only.	Pass. Sat. only.	Max. Daily Ex. Sat. and Sun.	Motor Pass. Sun. only.	Pass. Sun. only.	Pass. Sun. only.
BRISBANE { Central R. dep. Roma St. R. dep.	p.m. ...	p.m. ...	p.m. 1 20 z 1 27	p.m. ... t 3 20	p.m. ...	p.m. ...	p.m. ... z 4 36	p.m. ... z 4 36	p.m. ... 5 50 5 53	p.m. ... 7 50	a.m. ... 2 45	a.m. ... 8 0 8 3	p.m. ... z 6 50
For Times at Stations between Brisbane and Ipswich, see pages 21 to 26, and Sundays, pages 33 and 34.													
IPSWICH R ... arrive	...	...	2 16	4 7	...	...	5 23	5 23	6 51	9 32	...	9 14	7 37
Ditto ... depart	...	...	2 21	4 12	5 16	5 19	5 29	5 29	6 56	9 45	3 35	9 22	7 43
Thomas Street	d	d	...	...	5 23	5 23	...	...	...	...	...	...	...
Wulkuraka	d	d	...	...	5 23	5 23	...	...	...	...	...	...	...
Karrabin	a	a	...	...	5 33	5 33	...	...	...	...	...	...	...
Walloon	...	...	2 35	*	...	...	5 44	5 44	7 10	...	...	9 36	7 56
Thagoona	...	...	...	...	...	...	...	...	...	...	...	...	...
Rosewood	...	...	2 47	...	...	...	5 56	5 56	7 22	...	...	9 48	8 8
Laurefield	a	a	...	...	...	...	...	...	...	...	...	...	...
Calvert	a	a	...	...	...	...	6 7	6 7	7 33	...	...	...	...
Grandchester	...	...	3 9	*	...	...	6 17	6 17	7 43	...	...	10 7	8 28
Laidley	...	...	3 34	*	...	...	6 42	6 42	8 8	...	...	10 31	8 52
Forest Hill	...	...	3 42	*	...	...	6 50	6 50	8 16	...	...	...	...
Laws (late College)	d	d	...	...	...	...	...	...	...	...	...	...	...
Gatton	...	...	3 55	*	...	...	7 3	7 3	8 28	...	...	10 54	9 13
Grantham	...	...	4 7	...	...	...	7 15	7 15	8 40	...	...	...	...
Heldon R ... arrive	...	...	4 17	R 5 43	...	...	7 25	7 25	8 50	...	...	11 19	9 37
Ditto ... depart	...	...	4 25	R 5 49	...	...	7 35	7 35	9 0	...	...	11 25	9 43
Lockyer	a	a	...	...	...	...	7 46	7 46	9 10	...	...	11 30	10 10
Murphy's Creek	...	...	4 52	*	...	...	8 2	8 2	9 26	...	...	12 26	10 44
Spring Bluff	...	...	5 26	*	...	...	8 36	8 36	...	...	...	...	...
Harlaxton	d	d	...	...	...	...	...	...	...	a.m.	...	...	...
TOOWOOMBA R ... arrive	...	...	6 0	R 7 20	...	...	9 10	9 10	...	4 25	7 0	1 0	11 18
Ditto ... depart	4 10	5 35	6 55	R 7 20	...	...	8 15	9 30	...	...	7 15	11 30	11 40
Harristown	a	a	...	...	...	...	...	...	...	...	...	...	...
Drayton	a	a	...	...	...	...	...	...	...	...	...	...	...
Finnie	d	d	...	...	...	...	...	...	...	...	...	...	...
Shepperd	d	d	...	...	...	...	...	...	...	...	...	...	...
Wyreema	4 46	6 10	7 30	...	...	...	8 50	9 59	...	...	7 45	2 6	12 10
Cainbooya	...	6 20	7 40	...	...	...	9 0	10 9	...	...	...	2 16	12 20
Watts	d	d	...	...	...	...	...	...	...	...	...	...	...
Greenmount	d	d	8 40	8 5	...	...	9 20	10 26	...	...	8 15	2 46	12 37
Nobby	d	d	6 50	8 20	...	...	9 30	10 39	...	...	...	2 53	12 50
King's Creek	d	d	7 5	8 35	...	...	9 45	10 59	...	...	...	3 10	1 10
Clifton	d	d	...	...	...	...	...	...	...	...	...	...	...
Elphinstone	d	d	...	...	...	...	...	...	...	...	...	...	...
Ellinthorp	d	d	...	...	...	...	...	...	...	...	...	...	...
Hendon	d	d	7 35	9 5	...	...	10 15	11 23	...	...	...	3 29	1 34
Deuchar	d	d	...	...	...	...	...	...	...	...	...	...	...
Maasie	d	d	...	...	...	...	...	...	...	...	...	...	...
Toolburra	d	d	...	...	...	...	...	...	...	...	...	...	...
Rosehill	d	d	...	...	...	...	...	...	...	...	...	...	...
Millhill	d	d	...	...	...	...	...	...	...	...	...	...	...
WARWICK R ... arrive	...	...	8 15	9 45	...	...	10 55	11 59	...	...	9 45	4 20	2 10
Ditto ... depart	...	...	...	...	...	...	...	...	...	...	...	...	...
Morgan Park	...	...	...	...	...	...	...	...	...	...	...	...	...
Silverwood	...	...	...	...	...	...	...	...	...	...	...	...	...
Omorai	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherry Gully	...	...	...	...	...	...	...	...	...	...	...	...	...
Tomangum	...	...	...	...	...	...	...	...	...	...	...	...	...
Dalveen	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton Vale	...	...	...	...	...	...	...	...	...	...	...	...	...
Thulimbah	...	...	...	...	...	...	...	...	...	...	...	...	...
The Summit	...	...	...	...	...	...	...	...	...	...	...	...	...
Glen Niven	...	...	...	...	...	...	...	...	...	...	...	...	...
Applethorpe	...	...	...	...	...	...	...	...	...	...	...	...	...
STANTHORPE	...	...	...	...	...	...	...	...	...	...	...	...	...
Ditto ... arrive	...	...	...	...	...	...	...	...	...	...	...	...	...
Ditto ... depart	...	...	...	...	...	...	...	...	...	...	...	...	...
Passmore	...	...	...	...	...	...	...	...	...	...	...	...	...
Severnlea	...	...	...	...	...	...	...	...	...	...	...	...	...
Glen Aplin	...	...	...	...	...	...	...	...	...	...	...	...	...
Fletcher	...	...	...	...	...	...	...	...	...	...	...	...	...
Ballandean	...	...	...	...	...	...	...	...	...	...	...	...	...
Lyra	...	...	...	...	...	...	...	...	...	...	...	...	...
Wybraba	...	...	...	...	...	...	...	...	...	...	...	...	...
Bald Mountain	...	...	...	...	...	...	...	...	...	...	...	...	...
WALLAN-GARRA R ... arrive	...	...	...	...	...	...	...	...	...	...	...	...	...
Ditto ... depart	...	...	...	...	...	...	...	...	...	...	...	...	...
SYDNEY	...	...	...	...	...	...	...	...	...	...	...	...	...

† Passengers for Toowoomba may travel by the 3.20 p.m. Mail train from Roma Street on Tuesdays and Fridays provided there is room on the train on payment of an excess fee of 10s. 6d. for each adult passenger and 5s. 0d. for each child passenger.

For Notes (a. d. &c.), see page 1. For Fares, see page 130.

SOUTH-WESTERN LINE SERVICE—see pages 70 and 71.

Dirranbandi and Dirranbandi-Toowoomba "freight train with two wooden carriages attached"; pp28-29 system map; p30 Gulflander Normanton-Croydon; p31 Cairns-Kuranda; p32 Cairns-Forsyth "Freight train with a wooden Economy Class Sitting Car attached"; p33 Regional Rail Motors, Toowoomba-Roma, Townsville-Bowen and Townsville-Charters Towers; pp34-35 Conditions of seat and sleeping berth reservations; pp36-37 Quick reference summary timetable; p38 Sunshine Rail

Experience Rail Motor tour Brisbane-Cairns; pp39-41 Brisbane-Sydney; pp42-43 Sydney-Melbourne; p45 Overland Melbourne-Adelaide; pp46-47 Indian Pacific Sydney-Perth; pp48-49 Trans Australian Adelaide-Perth; pp50-51 Melbourne-Canberra and Sydney-Canberra; pp52-53 Ghan Adelaide-Alice Springs; p54 By-laws and points for rail users; p55 Principal Officers and their locations and Central Reservations; p56 ad for QR passenger trains; inside back cover: ad for the Queenslander.

Queensland Rail Travel currently produces PDF timetables for individual country trains and a PDF timetable for all services is [here](#). This is currently the only complete system timetable in Australasia. QR Citytrain produces pamphlet timetables for each line, but recently these have become very hard to obtain in hard copy.

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203 From the timetable of 8 June 1941

Miscellaneous Parcels Rates—continued.

Motor, Tandem, Triplet, and Quadruple Cycles,

The rates for above shall be as follow:—

- * Motor cycles accompanied or unaccompanied will be charged ordinary parcel rates.
- * Motor cycles with trailers, side or fore chairs will only be accepted when such are detached and are paid for separately at parcel rates.

Tandem, triplet, and quadruple cycles, accompanied or unaccompanied by owner, shall be charged as follow:—

- Tandem cycles shall be charged 50 per cent. more than the rate for ordinary bicycles.
- Triplet cycles shall be charged double the rate for ordinary bicycles.
- Quadruple cycles shall be charged four times the rate for ordinary bicycles.

Birds from Egg-laying Competitions.

Birds consigned by rail entered for competition at Egg-laying Competitions will be returned to the original sending station free of charge (owner's risk), provided a certificate is furnished in connection with each particular consignment that the birds duly competed and are being returned unsold.

Gold, Silver, and Copper Coin, Bullion, Unmanufactured Gold and Silver, and Bank Notes.

The rates for the carriage of gold, silver, and copper coin, bullion, unmanufactured gold and silver, and bank notes will be as follows:—

Owner's Risk.

(For consignments carried at owner's risk, and in respect of which an owner's risk consignment note in Form 100 b has been furnished to the Commissioner or his servants.)

1. Subject as hereinafter provided, for gold coin, bullion, or unmanufactured gold—

Miles.	Gold Coin, each £100 or part thereof in value.		Bullion or unmanufactured gold, each 100 oz. or part thereof.	
	s.	d.	s.	d.
10	1	6	4	5
25	1	9	5	3
50	2	1	6	2
100	2	8	7	11
150	3	3	9	7
200	3	9	11	4
250	4	5	13	1
300	5	0	14	10
400	5	10	17	5
500	6	8	20	1
Each additional 100 miles or part thereof	0	8	1	9

2. Subject as hereinafter provided, silver coin, bullion, or unmanufactured silver (owner's risk)

Parcels rates, plus 50 per cent. on the bulk weight.

3. Copper coin (owner's risk).
Ordinary parcels rates on the bulk weight.

4. Commonwealth Bank notes (owner's risk).
Double ordinary parcels rates.

5. Gold carried between Brisbane and Sydney or *vice versa*, 2s. 6d. per cent. (minimum charge, £37 2s. 6d.), the Commissioner providing a reserved compartment for any escort provided by the consignor to accompany each consignment, and issuing free first class single ticket to such escort on both the forward and return journeys as under—

When consignment does not exceed £100,000	..	Tickets for two persons.
Over £100,000 and not exceeding £200,000	..	Tickets for three persons.
Exceeding £200,000	..	Tickets for four persons.

* Motor vehicles of any description will be accepted only subject to the provisions of the Railway Goods Traffic By-law in force for the time being.

Every Stop the Same Time

JAMES T WELLS

HAVE A LOOK AT THE exhibit below. The bus leaves the terminus at 9.10 am and then every other stop at the same time, except the last one. Surely not?

The timetable is for an “on demand” service, in this case for the town of Woodend, on the route (both railway and road) to Castlemaine and Bendigo, about 80 km from Melbourne. It’s called [FlexiRide](#).

The service information footnote makes it clear that all the stops are “request” and that a pick up requires a phone call 10 minutes before the advertised time. Why the first stop in

the shopping centre is marked with an H is not clear. Do passengers really need to ring to be transported from the base of operations?

Surely a better way to present the timetable would be simply to say that buses will leave the shopping centre at 9:10, 9:55 etc. returning approx. 20 minutes later. Phone xxx for a booking.

A list of pick up points needs to be provided; the map really helps here. One hopes that reasonable flexibility is provided, e.g. picking up /dropping off infirm passengers at their door when this can be done without undue delay.

The railway station is not mentioned

as a stop but it is fairly close to the High St / Urquhart St stop. Again, one hopes that passengers with luggage can be dropped off at the station.

Google Maps show the on demand buses with two stops either side of the station, but both referring to the High St / Urquhart St stop.

The reference to Woodend Shopping Centre High St is not very precise. High St is the main road through the town and is quite wide. Google indicates that the stop is on the southbound side road near Nicholson St. How many potential clients would know of this information source, I wonder?

Dysons Kyneton PT>

Route : Woodend

Service operates from 03.10.2016 until further notice

Morning (am) / Afternoon (pm)	Monday to Friday						
	am	am	am	am	pm	pm	pm
Woodend Shopping Centre/High St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Carlisle St/Savages Lane (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
James Ct/Stuart Dr (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Banksia Ct/Barbara St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Manifold Rd/Tree Change Way (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Romsey Rd/East St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Ruby McKenzie Park/Tennyson St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Norma Richardson Hall/Buckland St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
High St/Brewster St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend Primary School/Buckland St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend Community Centre/Margery Cres (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Buffalo Sports Stadium/Woodend-Tylden Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend Masonic Centre/Woodend-Tylden Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend CFA/Urquhart St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Shaw St/Anslow St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Nicholson St/Anslow St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
St Ambrose PS/Urquhart St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Morris Rd/Mountain View Ave (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Morris Rd/Sullivans Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Bupa Medical Centre/Bowen St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Wood St/Mt Macedon Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Brooke St Medical Centre/Brooke St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Quarry Rd/Reidwell Dr (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
South Rd/Kathryn Cres (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Doyeswood Dr/Washington Lane (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Patricia Way/Peter Godden Dr (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Coach House Bvd/Macedon-Woodend Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Ashbourne Rd/Booths Lane (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Noonan Gr/Ashbourne Rd (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend RSL/Schaw St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Calder Hwy/Urquhart St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25
Woodend Shopping Centre/High St (Woodend)	H9:30	H10:15	H11:05	H12:15	H1:40	H2:45	H4:45

Service Information

H = Request Stops 2 to 31 - Please call 54221634 at least 10 minutes prior to advertised time - this is a demand responsive stop

Customer Information

For more information or to give feedback visit ptv.vic.gov.au or call 1800 800 007

All times are subject to alteration without notice.

The focus of these kinds of services is to service a central area, such as a shopping centre or transit hub. How accommodating is the service, as an example, for people travelling from the southern part of town to the Bupa Medical Centre in the eastern part?

First service is 9:10 am, last 4:25 pm so only one shift is worked. What a pity it doesn't start earlier and finish later to accommodate workers! The gap between 2:25 pm and the last service suggests that the bus might be used for a school service. Indeed one might suggest that many more services could be offered given the length of some of the layovers. Yes, the driver does need a lunch break.

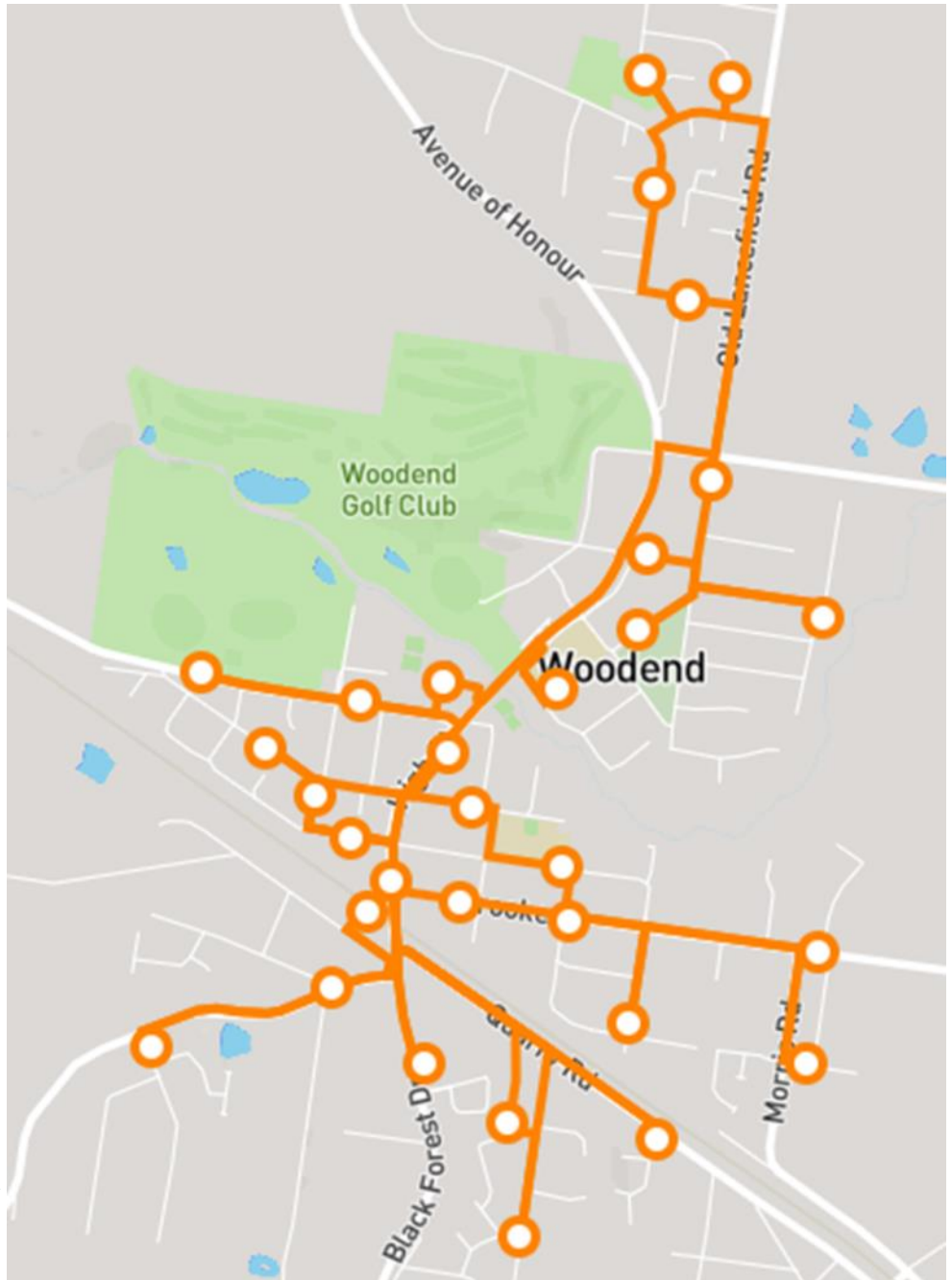
No information about fares is on the PTV website. It's a pity the website doesn't promote the service in an enticing way, surely this could be done. Dyson's website links to the PTV one for timetable info., as does Macedon Ranges Shire Council's.

An annoying feature of the place listing in the timetable is the inclusion of the word "Woodend" on every line.

Woodend doesn't seem to have a taxi service based in town. Taxis are based in the nearby towns of [Kyneton](#) and [Gisborne](#). Does Uber exist in Woodend? [[Yes](#)—Editor]

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Re-issue of Working and Public Timetables—a Forty-Year history

BEN LEWIS and GEOFF LAMBERT

THE FOLLOWING TWO PAGES are extracts from more than 70 NSWGR Weekly Notices which gave information about the reissue of various types of timetables between 1919 and 1958.

Various errors and omissions occur in Weekly Notices. Some years do NOT include any detail regarding Reissue of any Timetables. The Weekly Notices for 1940 do not give any advice regarding Working Timetables that were issued to commence on 20th October 1940.

For most of the twentieth century we can more or less say that the NSWGR had a “Summer” timetable (commencing in November) and a “Winter” timetable (commencing in May). In that period, traffic on the systems grew by about 150%, with the result that, in the later years, it took two pages of the WN to detail all the changes.

In that forty year period, pretty much every passenger statistic about the NSWGR went through the roof [Table at right]. Little wonder, then, that NSWGR needed more and bigger

Measure	% Change
Staff	52%
Miles Open	26%
Staff	52%
# Pass cars	39%
Pass Train Miles	116%
Metro Pass Journeys	173%
Country Pass Journeys	60%
Total Pass Journeys	162%
Customer revenue	647%

Public Timetables of every sort. The statistics for goods traffic and WTTs were even more startling. Little wonder, either, that NSWGR felt it had to be more prolix in setting out its timetable wares.

RE-ISSUE OF WORKING AND PUBLIC TIME-TABLES FROM SUNDAY, 13th July, 1919—Numerous alterations have been made in the Time-tables to come into force on the date named. Station Masters and all others concerned must carefully peruse the Time-tables immediately on receipt, so as to become conversant with the changes, and report at once to Chief Traffic Manager (Superintendent of Traffic Working), Sydney, anything they observe which in their opinion requires attention.

In all cases where the departure times of Passenger and Mixed Trains are altered, Station Masters must take care to exhibit a notice at their station, calling attention to the altered times, and take every means of apprising the public; they must also see that each member of their staff, the Guards and Gatekeepers, and others under their control who are employed in the working of traffic, are supplied with a copy of the Working Time-table, and receipt obtained.

Before the Public Time-tables are placed on the boards, care must be taken that all old Time-tables are removed, and the boards thoroughly cleaned. A red-ink line, one-sixteenth of an inch wide, is to be neatly and distinctly drawn immediately below the row of figures showing the times of departure of trains from the station. This should be done before the Time-table is pasted on the board, and time allowed for the ink line to dry, so that it may not become smeared when the table is damped.

Time-tables and Public Notices, unless affixed to the boards in a careful manner, present a very untidy appearance and soon become mutilated.

Station Masters controlling unattended platforms must arrange for Public Sheet Time-tables to be exhibited at such places at due time.

Copies of the Sheet Time-tables must be sent to the principal hotels, public offices, and business houses, and to the coach offices in adjacent towns.

LIST OF TIME-TABLES TO BE ISSUED—

<p>Working Books.</p> <p>Main Suburban. Illawarra. South. West. North. Grafton—Tweed Line.</p>	<p>Public Sheets.</p> <p>Main Suburban—Down. Main Suburban—Up. Regent's Park and Carlingford Lines. Illawarra Line—Through Service. Illawarra Suburban—Down. Illawarra Suburban—Up. South. West. North. South and West Local Services (Sydney, Campbelltown, Camden, Penrith, and Richmond). North Local Services (Sydney-Hawkesbury River and Milson's Point Line). Newcastle District Grafton-Tweed Line.</p>
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Public Time-table Book (3d. per copy).

Train Alteration Posters (various).

Station Masters and others concerned, to see that they get a supply of time-tables as above; and, in the event of not having received supply by Friday, 11th July, a wire to that effect must be sent as follows:—Metropolitan District, to “Son,” Sydney; other districts to respective Superintendents. *Under this arrangement, absence of advice to the contrary will be regarded as sufficient proof of receipt.*

WN29 1919

RE-ISSUE OF WORKING AND SHEET TIME-TABLES FROM SUNDAY, 26th OCTOBER, 1958.

Numerous alterations have been made in the time-tables to come into force on Sunday, 26th October, 1958. Station-masters and all others concerned must carefully peruse the time-tables immediately on receipt, so as to become conversant with the changes, and report at once to "Tables", Sydney, anything they observe which, in their opinion, requires attention.

In all cases where the departure times of Passenger and Mixed trains are altered Station-masters must take care to exhibit notices at their stations directing attention to the altered times, and take every means of informing the public, they must also see that each member of their staff, Guards, Gatekeepers and others under their control who are employed in the working of trains, are supplied with a copy of Working Time-table, and receipt obtained.

All out-of-date Sheet Time-tables must be removed and the boards thoroughly cleaned before the new Sheet Time-tables are placed on them.

After the Sheet Time-table is pasted on the board, and time allowed for it to dry, a red ink line, one sixteenth of an inch wide, is to be neatly and distinctly drawn immediately below the row of figures showing the times of departure of trains from the station.

Time-tables and public notices must be affixed to the boards in a careful manner, otherwise they will present a very untidy appearance and soon become mutilated.

Station-masters controlling unattended platforms must arrange for Sheet Time-tables to be exhibited at such places at due time.

Sheet Time-tables are to be exhibited in accordance with instructions contained in Regulation 43, clause (a), of the General Appendix, Part I, respecting "Control and Working of Stations".

Working Time-tables—

Passenger Train Services—Metropolitan Area
Goods Train Services—Metropolitan Area.
Illawarra.
South.
West
North

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List of Time-tables to be Issued

Sheet Time-tables—

Metropolitan Suburban Area

- 1 North Sydney—Parramatta, Mondays to Fridays
- 2 Parramatta—North Sydney, Mondays to Fridays
- 3 North Sydney—Parramatta, Saturdays
- 4 Parramatta—North Sydney, Saturdays
- 5 North Sydney—Parramatta, Sundays
- 6 Parramatta—North Sydney, Sundays
- 7 Cowan (via Harbour Bridge)—City—Strathfield—Cowan, Mondays to Fridays.
- 8 Cowan—Strathfield—City—Cowan (via Harbour Bridge), Mondays to Fridays.
- 9 Cowan (via Harbour Bridge)—City—Strathfield—Cowan, Saturdays.
- 10 Cowan (via Harbour Bridge)—City—Strathfield—Cowan, Sundays
- 11 Clyde—Carlingford, Sandown and Abattoir lines
- 12 City—Cronulla—Waterfall, Mondays to Fridays
- 13 Waterfall—Cronulla—City, Mondays to Fridays
- 14 City—Cronulla—Waterfall, Saturdays
- 15 City—Cronulla—Waterfall, Sundays
- 16 City to East Hills
- 17 East Hills to City
- 18 City—Bankstown—Lidcombe, Mondays to Fridays
- 19 City—Bankstown—Lidcombe, Saturdays.

WN40 1958

