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DEPARTMENT OF THANSPORT





COUNTRY TIMETABLE

EFFECTIVE JULY 31, 1990



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02/2

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

Travelling at the speed of light in Woodend

RRP \$4.95 Incl. GST

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Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@austta.org.au
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Suburban or Country? Letter from ALBERT ISAACS

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.]

Comment on this article – <u>Letter to the</u> <u>Editor, Facebook</u>

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Rail PTTs of Queensland

VICTOR ISAACS and article notes

IMETABLES WERE PUBLISHED in the Oueensland 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.

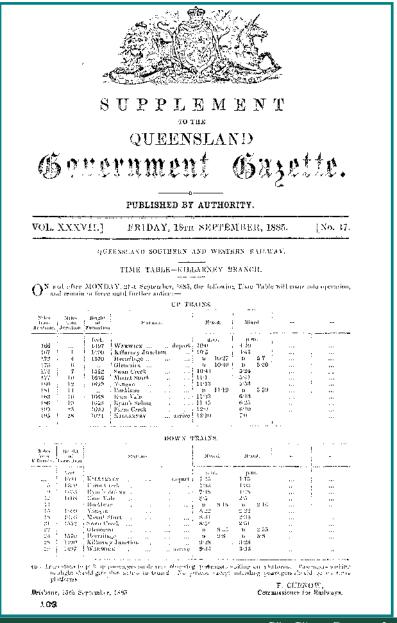
The first QR Public timetable I have sighted is 9 May 1910 [page 5, upper left]. This is 150 pages, 6 x 9.5 inches, price one penny. The first 40 pages on glossy paper are advertisements. The remainder is on poor quality paper. Full suburban and country timetable and fares information are given of course. 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





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;



CLEVELAND BRANCH-WEEK-DAYS.

UP	TRAINS-SO	UTH BRIS	BANE TO	CLEVELAND.	
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r Stops as required to pick up passengers for stations beyond Manly only

CLEVELAND BRANCH-SUNDAYS.

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	Park Road	***	***	9 35			2 19		4 32		9 22	***	***	***	***	
	Logan Road	***	***	9 35			2 22		4 36		9 25	***	***	***	***	- 50
	Coorparoo	***	***	9 40			2 26	3 34	4 39	7 44	9 29	***	***	***	***	
	Morningside	***		9 40				3 40	4 45			***	***	***	***	
	Murarrie	***		9 55	11 37	1 19	2 39	3 47	4 55	7 58	9 41	***	***	***		
	Birt's Siding	***	***	d	d	d	d		d	d	a			***	***	
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The times at intermediate stations shown with a letter are the approximate times only.

This Time-table may be altered on Public Holidays.

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



Longreach Railway Station.

p3 diagrammatic map; pp4-5 "A brief history of Queensland Railways"; pp6-9 historic photographs [our rear cover]. These are superimposed on reproductions of old PTTs, unfortunately in such a way that the old timetables are mainly unreadable, but other evidence suggests that it is

some time between 27-Jul-1914 and 11-April 1917; p10 publicity about the Queenslander, p11 publicity about the Spirit of Capricorn; pp12-13 Queenslander Brisbane-Cairns timetable, fares, facilities and conditions; pp14-15 Sunlander Brisbane-Cairns; pp16-17 Spirit of

Capricorn Brisbane-Rockhampton daylight; pp18-19 Capricornian Brisbane-Rockhampton overnight; pp20-21 Westlander Brisbane-Cunnamulla and Quilpie; pp22-23 Midlander Rockhampton-Winton; pp24-25 Inlander Townsville-Mt Isa; pp26-27 Dirranbandi Mail Brisbane-

GOONDIWINDI BRANCH.

NORMANTON-CROYDON RAILWAY.

UP TRAINS-NORMANTON TO CROYDON.

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105 WOODFORD-KILCOY BRANCH.

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53 100 181 178 195 195 195 347 403 347 401	38 40 46 49	\$7 36 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	70	6 15		4 6 30 a 6 41 a 6 60 a 7 7	d d a a 8 15		Eanow's Siding Moodiu Wamuran Bracalba D'Aguilar rr Woodford ep Ditto Durundur Neurum Royaton Villeneure Glentern	d d d a a a a a a	8 55	4 35 d d a a a 3 46 d d			0 0 0 0 0 0 0 0
345	65	9 20	9 40	8 55	4 5	8 20	9 25	12 16 a			17 45 a.m.	13 0 p.m.	11 35 a.m.	1 30	t5

^{††} Terminates at Albion. enger accommodation attached. * Passenger Trains—Change at Caboolture. †† Terminates ‡ Rail Motor between Kilcoy and Gabooltura. † Goods train with passenger accommode For times between Northpate Junction and Central, see pages \$1 to \$6.

MARY VALLEY BRANCH.

i	nd bu	E 1				Motor Pass.				Motor Pass.	Motor		1	Pa.	res fro	m Gym	pie.
Altutude.	44	Miles from Gymple.	_	Pass.	Pass.	Er.		Stations.		Daily	Puss.	-	-	Sin	gie.	Excu	reion
Alta	Miles fr Monkla	Gy		Sun.	Sat. only.	Sat. & Sun.				Ex. Sun	Sun. only.	1		1 ol.	2 cl.	1 cl.	2 cl.
Pt.	-			p.m.	p.m.		_							a, d.	s, d,	a. d.	1. d.
313 203 223 213 302				5 30	1 40	3 0	dep	GYMPIE R	. arr	9 30	10 10	***	***		0 6	***	
203	1	1	***	d	8	8	100	Naahville		8	9	***	101	0 7	0 0	-	
225		3	***	a	1 50	3 10	1	Monkland		9 20	a10 0	***	***	. 8	0 7		***
213	3	6		d	0	d	8	Dawn	44	pa :	P4	***	***	1 8	1 1	++	246
302		8	***	d		A	l .	Lagoon Pock	et	n a	4	***	***	2 2	1 5		
264	8	11						Gilldora				***	***	2 10	1 10		
285 229	10	13	**	4				Dagun		n.	4	***	***	8 5	2 6	5 0	3 7
229	13	14		d		8			***		d l	***	***	3 8	2 8	5 8	3 11
248	16	18	***	d 6 30	3 45	4.5		Kandanga		8 22	4 9 10	***		4 0	3 0	6 9	4 6
284	18	30		d	4	đ		Melawondi	***	d	a			5 0	3 5	7 7	5 0
296	22	95		6 € 50	3 5	4 25		[mbil		80	4 8 50,			6 0	3 11	9 2	5 11
371	25	26		7 0	3 15			BROOLOO	dep	7 50	8 40			7 0	4 9	10 0	17 0

MAPLETON TRAMWAY.

Tram runs daily, except Sunday, as follows:—Mapleton depart 8.30 a.m., Nambour arrive 10.89 a.m., Nambour depart 12.30 p.m., Mapleton arrive 2.15 p.m., Fares, 2s. 6d. cach way.

Timetable of 8 June 1941

y-	19	10	Mixed.	Mixed.	Mixed.		P	eres from	Warnto	k.	V
lit.	Miles from Warwick.	Stations.	Mon., Tues.,	Tues.,	Mon.,	- Sin	gle.	* Bet	urn.	Exen	raion.
Height.	MILE		wed.,	and Sat.	and Pri.	1 ol.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
Foot.	-		p.m.	p.m.	a.m.	s. d.	s. a.	a. d.	s. d.	8. d.	e. d.
1485	***	WARWICK dep	3 15	4 20		***				***	***
1468	7	Allan	a	2	9 33 9	1 3	• 10	2 1	1 6		
1476	9	Leulie			9	1 6	11	2 8	1 10	2 8	1 9
1445	13	Wheatvale		3		2 3	1 6	3 10	2 8	2 11	1 11
1438	15	Gunningham	345	a 5 30		2 6	1 9	4 6	3 0	3 4	2 8
1458	19	Montrose	d	4	23.1	2 3	3 3	8	3 9	4 3	2 10
1406	20	0	12			3 5	3 3	5 11	. 4 0	4 6	3 0
1540	26	Minamo and	-	T		4 3	8 10	7 6	4 11	5 8	3 0
		Titte dan	4 60	6.25	100						
1670	32	Pourther	4 .00	1 0 20		5 5	3 7	9 5	8 4	7 3	4 10
1569	BR	7) a		***	6 1	4 1	10 8	7 2	8 1	5 5
		Karara		2	200 1	7 7	1 1	13 3	8 11	10 3	8 9
1648	45.	Gore	8		***		8 9	16 -1	10 0		7 8
1290	61	Yuraraba	a	2	***	8 8			11 4		
1079	50	Oman-azna	a		***	9 10	6 6				
1024	64	Cobbs-ds-mans		8		10 7	7 0	18 6	12 2	14 1	9 3
274	69	Coolmanada	a	d	***	11 4	7 5	19 10	13 0	15 1	9 11
926	73	Inglewood arr	7 30	10 20	***	11 11	7 10	20 10	13 8	15 11.	10 5
10.00		Ditto dep	1 80	0				1	1	1	1
865	83	Whetstone	1 2			13 5	8 9	23 6	15 4	17 11	11 8
798	96	Yelsrbon	1 14	+ Goods.		15 3	9 10	26 8	17 3	20 4	13 2
782	101	ACLUS ON	d			16 2	10 5	28 3	18 3	21 6	13 11
762	106	Domeste	l a	Tues.		17 2	11 1	30 1	19 5	22 11	14 5
710	120	Minney-Market	i a	2.000	- 77	19 0	12 3	33 3	21 4	25 8	16 8
709	125	Clause Stanton St.	10 40	s.m.	***	19 9	13 8	34 6	22 2	26 4	16 11
100	140			6.0	8 30			1	-		
	100	Ditto dep		00		20 4	18 1	35 7	22 10	27 1	17 6
	129	Hunter		1 6		20 9	13 6	38 7	23 6	27 11	17 11
	133	Callandoon North	***	a	d						
	137	Ditto South	***	4	4	21 6	13 10			28 9	18 5
	143	143-mile Siding	. 141	a		22 5	14 6	39 3	25 2	29 11	19 2
	160	160-mile de		d	a	23 6	15 0	41 1	20 3	31 4	20 0
	163	153-mile do		8	2	23 11	15 4	41 11	26, 9	31 11	30 - 6
	182	162-mile 40		d	a	25 3	16 2	44 3	28	8	21 6
	147	167-mile do	1 (0)	11.		28 0	16 7	45 7	29 .1	34 9	22 2
	179	TALWOOD ar		90	11 30	27 10	17 9	48 8	31 1	37 2	23 8

			C	OWN T	TRAINS	TALW	000	TO WA	RWICK						
				Mixed.	Mixed	Mixed.		Pares from Goondiwindi.							
Miles from Talwood.	Stations.			Mon. Wed.,	Tues.,	Mon., Wed.,		Single.		Return.		Excursion.			
Mile				and Fri.	and Sat.	and In.		1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 01,		
		-		a.m.	8. m.	p.m.		s, d.	a. d.	s, d,	s. d.	e. d.	8. A.		
1714	TALWOOD	400	dep	***	***	10	***	9 1	6 0	15 11	10 8	12 1	8 0		
12	167-mile Siding			***	***	n	0.	7 1	4 9	12 5	8 3	9 6	6 4		
17	162-mile do		***			d	1977	6 3	5 3	10 11	7 4	8 4	5 7		
26	153-mile do	***		100	****	a	***	4 9	3 2	8 3	5 7	6 4			
29	152mile . do		***	100		d	***	4 3	2 10	7 5	14	5 8	3 9		
36	143-mile do		***			a		3 1	2 0	5 4	3 6	4 1	2 6		
43	Cellandoon bouth					ia	***	3 0	1 4	3 6	2 5	2 8	1 1		
48	Ditto North			1		d	***	1 1 4	0 11	2 5	1 7				
51	Hunter		111			n		0 8	0 5	1 1 2	0 10				
64	Goradiwindi	***	BIT			4				1					
	Ditto	***	dep	1	6 30	-	***	1000	f		1	1			
60	Mooroobie			700	d	1		0 10	0 7	1 6	1 1 1	1			
71	Burranba				a	1		2 10	1 11	5 0	3 4	3 10	2		
78	Gibinbell				d			4 1	2 9	7 2	4 9	5 5	3 5		
84	Mr. Brandon			1	la.	1		5 1	3 5	8 11	5 11	8 10	4		
98	I had a section	***	***		8			7 1	4 0	13 5	8 5	9 6	6		
106	Franks me a M		arr	****	0.0	1		8 9	5 10	15 4	10 2	111 8	2 1		
100		***	dep	60	9 20				1		1	1	1		
111	Charleson As	414		40.0	d	***		9 5	6 3	16 6	10 10	13 A	8		
	Cobbs-da-mana	***		· ·	8			10 2	8 8	17 8	11 8	13 6	81		
115		***	***	100				10 11	7 2	19 0	12 6	14 6	9		
130	Oman-ama	27.5	***	8	8	***		13 1	7 11	21 2	13 10	16 2	10		
128	Yuraraba	Acr	***	36		1		13 0	8 6	22 8	14 10	17 4	iii		
136	Gore	***	***	B	2	1		114 4	9 4	25 1	16 3	19 3	112		
143	Rarara	***	***	1 14	4	1 500		14 11	9 8	28 1	16 11	19 11	13 1		
147	Darikai	400	***	d	a	100	100	16 0	10 4	27 11	18 1	21 4	18 1		
154	Thome	***	arr	200	F-22-	***	471	1 10 0	in .	27 11	10 T	1 21 3	19 1		
	Ditto	***	dep	9 55	19 5	***	***	1	1 to To	29 3	18 11	22 3	14"		
159	Graymare	***		B	n.	***		16 9	10 10			23 6	14		
160	Montrose	***	***	a	d	****	***	16 11	10 11			22 0			
164	Cumingham		***	a10 50	a12 50		-	17 6	11 3	30 7	19 9	29 4.			
168	Wheatvale	***	***		3	110		17 9	11 - 6	31 1	20 1	23 8	115		
170	Loclie		441	n	8			13 5	11 10	33 2	20 8	24 6	15 1		
172	Allan	***	***	12	n		·	18 8	19 0	32 8	21 0	24 11	16		
170	WARRICH		477	44 KR	1 1 40	*		1 10 9	12 8	84 8	22 2	26. 4	1 16 1		

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

For Notes (a, d, &c.), see page liv.

MISCELLANEOUS PARCELS RATES.

Animals in Boxes or Crates by Passenger Trains.

Animals in boxes, crates, or baskets (including dogs) will be charged at parcel rates plus 50 per cent.

Boats (Rowing).

Rowing boats, accompanied by crews, and carried (by day trains only) on top of carriages at owner's risk, shall be charged at parcel rates for the actual weight.

Rowing boats which cannot be conveyed on the tops of carriages will be charged the following rates by goods train at owner's risk, viz.:--

Brisbane and Maryborough, return				7	7	0
Brisbane and Bundaberg, return				8	11	0
Brisbane and Rockhampton, return	1000	104.90	24.40	10	19	6
Maryborough and Rockhampton, return				10	9	0
Maryborough and Bundaberg, return				3	2	0
Bundahere and Rockhampton return				7	7	n

Books from Libraries and Planola and Claviola Music.

Books will be conveyed to and from Circulating Libraries or Schools of Arts, packages of pianola and claviola music to and from Circulating Libraries of Music, subscribers at half parels rates: Provided each parcel is accompanied by a certificate ed by the secretary of the institution to the effect that the books are being carried to and a subscribers.

Bicycles, Tricycles, Perambulators, and Go-Carts.

Biayeles, tricycles, perambulators, and go-carts, if accompanied by owner, shall be

									44	G.
- 1	5 m	les s	and under	 		20.00			0	7
- 9	i to	13	miles	 					0	10
1	t to	- 25	miles	 					1	4
2	i to	50	miles	 	***				1	7
5	l to	100	miles	 					2	8
10	l to	150	miles	 0.00	200.00	0.000	40.00	***	3	2
25.	l to	200	miles	 					3	8
20.	i to	300	miles	 					4	9
30	t to	400	miles						-	R

a cach for every additional 100 miles or part thereof.

such bicycle is carried on the train by which the passenger travels.

trieveles, &c., will not be accepted at accompanied rate to any station short of which the owner has purchased a passenger ticket.

freight is not prepaid, double parcel rates will be charged.

Description and unaccompanied by owner, double parcel rates shall be charged.

raclesed in double corrugated cardboard collapsible boxes will be charged take takes by passenger train.

berreas, packed in boxes or trunks, and labelled "commercial travellers" treated the same as other commercial travellers' samples.

for perambulators and go-earts when accompanying passengers must not

retailed double parcels rates shall be enarged.

Tolding go-carts and perambulators will be charged half that charged modelstors (minimum, 6d.) accompanying passengers; if not accompanied rates will be charged.

ı			
١	W		
١	Km from		Tue, Thur
۱	Brisbane		and Sat.
١	-	Brisbane (Roma Street) DEP	9.10am
١	11	Northgate DEP	9.31
١	58	Caboolture DEP	10.08
١	105	Nambour DEP	11.07
l	172	Gympie North ARR	12.15pm
	transfer	passengers change at Gympie North wh is provided. Passengers joining "The heck in at the Gympie Station Ticket Of arture of the Coach at 12.05pm.	Sunlander"
١	172	Gympie North DEP	12.35pm
١	267	Maryborough West ARR	2.31
	"The	orough passengers change at Marybor a Coach transfer is provided. Passeng Sunlander" are to check in at the M prior to the departure of the Coach at 2	aryborough
١	267	Maryborough West DEP	2.35
١	351	Bundaberg ARR	3.45
		DEP	3.50
1	529	Gladstone ARR	6.40
		DEP	6.55
	639	Rockhampton ARR	8.35
		DEP	9.00
		9	Wed, Fri
			and Sun.
	812	St Lawrence DEP	12.34am
	864	Mackay ARR	3.35
1		DEP	3.50
	1085	Proserpine ARR	6.15
		DEP	6.20
	1150	Bowen ARR	7.25
		DEP	7.30
	1249	Home Hill DEP	9.19
	1260	Ayr DEP	9.35
	1341	Townsville ARR	11.20
		DEP	11.50
	1449	Ingham ARR	1.47pm
		DEP	1.53
	1546	Tully ARR	3.28
		DEP	3.38
	1504	Inniefail	4 30

Innisfail ARR

Cairns...... ARR

DEP

4.30

4.35

6.30pm

1594

1681

BRISBANE TO CAIRNS

CAIRNS TO BRISBANE

Km from		Mon, Thur
Cairns	Caima	and Sat.
- 07	Cairns	7.00am 8.50
87	Innisfail ARR	
	DEP	8.55
135	Tully ARR	9.48
200	DEP	9.58
232	InghamARR	11.35
927.2	DEP	11.40
340	Townsville ARR	1.45pm
	DEP	2.20
421	Ayr DEP	4.08
432	Home Hill DEP	4.22
531	Bowen ARR	6.14
	DEP	6.19
596	Proserpine ARR	7.30
	DEP	7.35
717	Mackay ARR	9.55
	DEP	10.10
		Tue, Fri
	6: 1	and Sun.
870	St Lawrence DEP	1.23am
1042	Rockhampton ARR	4.40
	DEP	5.10
1152	Gladstone ARR	6.40
	DEP	6.50
1330	Bundaberg ARR	9.40
	DEP	9.45
1414	Maryborough West ARR	10.56
where "The	orough passengers change at Marybo a Coach transfer is provided. Passen Sunlander'' are to check in at the N a prior to the departure of the Coach at	gers joining laryborough
1414	Maryborough West DEP	11.00
1509	Gympie North ARR	12.45pm
transfe are to	e passengers change at Gympie North wl er is provided. Passengers joining "The check in at the Gympie Station Ticket O parture of the Coach at 12.25pm.	Sunlander"
1509	Gympie North DEP	12.55pm
1576	Nambour	2.20
1630	Caboolture DEP	3.21
1670	Northgate DEP	4.04
1681	Brisbane (Roma Street) ARR	4.25pm
1001	Discount (Roma Otreet) Altr	



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

THE DIRRANBANDI MAIL

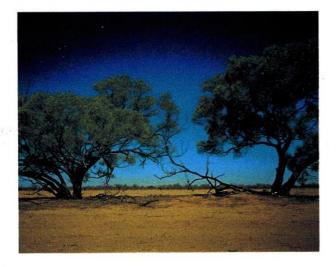
BRISBANE TO DIRRANBANDI

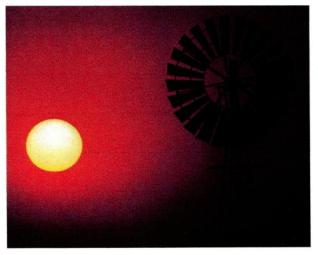
Km	4	Mon
from Brisbane	***	and Thur
_	Brisbane (Roma Street) DEP	6.30pm
11	Corinda DEP	6.43
38	Ipswich	7.11
115	Helidon	8.41
161	Toowoomba ARR	10.04
	DEP	10.40
214	Clifton DEP	11.55
7.00		Tue & Fri
255	Warwick ARR	12.46am
700	DEP	1.15
373	Inglewood ARR	4.08
	DEP	4.35
457	Goondiwindi ARR	6.17
	DEP	6.52
502	Toobeah DEP	8.25
605	Thallon DEP	12.20pm
668	Dirranbandi ARR	2.06 pm

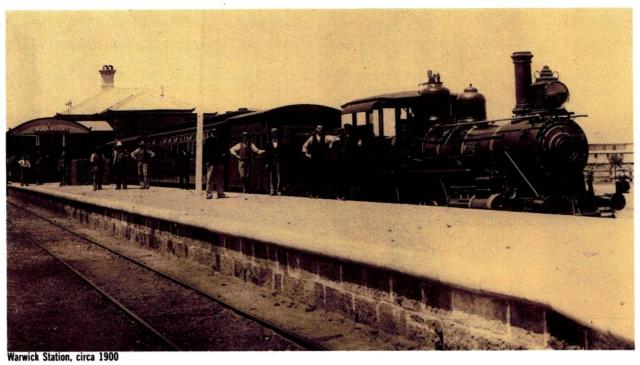
DIRRANBANDI TO BRISBANE

	Km om	Tue and
	nbandi	Fri
_	Dirranbandi DEP	5.10pm
63	Thallon DEP	9.30
		Wed & Sat
166	Toobeah DEP	1.00am
211	Goondiwindi ARR	2.13am
	DEP	2.50
295	Inglewood ARR	4.56
	DEP	5.40
413	Warwick ARR	9.11
	DEP	10.00
454	Clifton DEP	11.03
507	Toowoomba ARR	12.55pm
Conn	service terminates on arrival at Toowoon ections to Helidon, Gatton, Ipswich ar lible with McCaffertys Coachlines "M	d Brisbane

(Coach to Ipswich and Citytrain to Brisbane).







MAIN AND SOUTHERN LINES—continued.

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

St	ations			Motor Pass.	Motor Pass, Tues.	Pass.	Mail.	Pass. Daily. Ex. Sat.	Motor Pass.	Pass. Mon Tues.	Mail.	Pass.	Daily Ex. Sat.	Motor Pass. Sun.	Pass.	Pas Su
				Fri.	and Wed.	only.	and Fri.	and Sun.	Thur.	Thur. Fri.	only.	only,	and Sun.	only.	only.	onl
REIS- (Centra	Rd	ep.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m. 5 50	p.m.	a.m.	8.m.	p.r
	Roma					z 1 27	zt3 20	1	1	z4 36	z4 36	5 50 5 53	7 50	2 45	8 0	26
For	Times	at Ste	ation	ns betv	veen B	risban	and Ipswich	i, see p	ages 21	to 26,	and Su	ndays,	pages :	33 and	34.	
PSWICH B	***	err		***		2 16	f 4 12		2.5	5 23 5 29	5 23 5 29	6 51 6 56	9 32	·	9 14 9 22	. 7
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Tulkuraka		***				ã		5 23	Sto	8		a			77. I	2
Karrabin				***		2		R	22	4	2	n.]	a	a
Kalloon		***				2' 35	*	5 33	Te	5 44	5 44	7 10	***	***	d 9 36	d 7
hagoona	***	***		***		4 0 45	¥"		1	8	a	4 - 00		***		d.
losewood aneffeld	•••	•••	***	***		2 47	-		service	5 56	5 56	7 22	***	***	9 48	. 8
Calvert	•••	•••	!	*#*	***	a	•••		36 p.m. from road service oowoomba.	a 6 7	1	a 7 33			80 3	đ
randchester	•••	•••		449		3 9			E	6 17	6 17	7 43			10 7	8
aidley		•••		***		3 34			1 H O	6 42	6 42	88	***	4 45	10 31	8
orest Hill	•••			***		3 42			ASA	6 50	6 50	8 16				a, o
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turphy's Cre	ok	***		***		4 52 5 26	:		28	\$ 2	8 2	9 26	197		all 52	
pring Bluff Iarlaxton	1/1	***	[d 20	(**		8. i	8 36	8 36	•	a.m		a12 26	
OOWOOME	A R	arri	ve	**.		60	f 7 20		22	9 10	9 10	:::	4 25	70	10	11
Ditto		dep	art	4 10 4 25	5 35	‡6 5 5	•		8 15	•	9 30	. 1	•	1	p.m.	
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rayton	***	••	i			a	West and		a i		d ¦			d i	n i	đ
innie	•••	•••	· · · [đ	1	d	B= 2		d ;	1		-		1		đ
hepperd	***	***		1 4 40	A	di - on	65		d	1				1		d
yreema	***	***	[4 46		7 30	50 20	1	8 50		a9 59					a12
ambooya Tatta	•••	•••		•	6 20	3 7 20	hroug pages	. 1	d 9 0	P	a)0 9	. 1		1 1	1 2 16	112
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obby				ri i	6 50		See 1]	9 30	Friday.	10 39	. 1		1 0 10	1 2 53	019
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llinthorp	•••		!	3 1	d	d	age age		d (8		service,		1 10	i :	d
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[†] 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. 6d. 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-Forsayth "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.

Comment on this article – <u>Letter to the</u> <u>Editor, Facebook</u>

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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 enarged 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—

Gold Coin, each £100 Bullion or unmanufactured

Bullion or unmanufactured

Miles.					or	par		nereof in	n g	gold, each 100 oz. or part thereof.				
							s.	d.		8.	d.			
10							1	6		4	5			
25							1	9		5	3			
50							2	1		6	2			
100							2	8		7	11			
150			*140				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	*1*3	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.

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

AVE 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



Route:

Woodend

Service operates from 03.10.2016 until further notice

				Mor	ndav	to Fr	idav			
Morning (am) / Afternoon (pm)	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)	H 9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25			
Buffalo Sports Stadium/Woodend-Tylden Rd (Woodend)	H 9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25			
Woodend Masonic Centre/Woodend-Tylden Rd (Woodend)	H 9:10	H 9:55	H10:45	H 11:55	H1:20	H2:25	H4:25			
Woodend CFA/Urghart St (Woodend)	H9:10	H9:55	H10:45	H11:55	H1:20	H2:25	H4:25			
Shaw St/Anslow St (Woodend)	H9:10			H11:55		H2:25	H4:25			
Nicholson St/Anslow St (Woodend)	H9:10			H11:55		H2:25	H4:25			
St Ambrose PS/Urghart St (Woodend)	H9:10			H11:55		H2:25	H4:25			
Morris Rd/Mountain View Ave (Woodend)	H9:10			H11:55		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			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)	H 9:10	H 9:55	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			H11:55	H1:20	H2:25	H4:25			
Woodend RSL/Schaw St (Woodend)	H9:10			H11:55	H1:20	H2:25	H4:25			
Calder Hwy/Urguhart St (Woodend)	H9:10			H11:55		H2:25	H4:25			
Woodend Shopping Centre/High St (Woodend)				H12:15						

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.

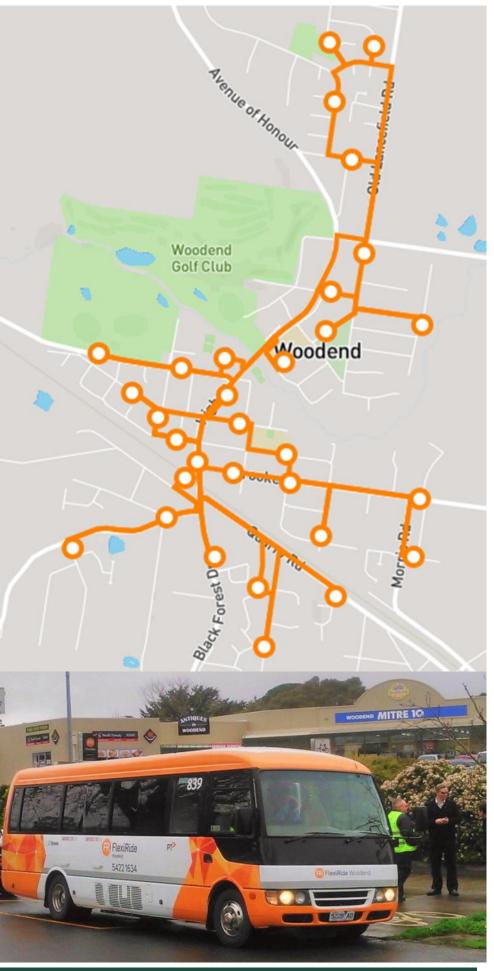
No information about fares is on the PTV website. It's a pity the website doesn't promote the service in an enticing way, surely this could be done. Dyson's website links to the PTV one for timetable info., as does Macedon Ranges Shire Council's.

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 <u>Kyneton</u> 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

HE 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 murtiply they obscure which in their oxidion requires attention. 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 untitly appearance and soon become mutileted.

present a very untidy appearance and soon become mutilated.

Station Musters 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 --

Working Books.

Main Suburban. lliawarra. South. West. North. Grafton-Tweed Line.

Public Time-table Book (3d. per copy).

Train Alteration Posters (various).

Public Sheets.

Main Suburban—Down.
Main Suburban—Up.
Regent's Parkand Carlingford Linea.
Illawarra Line—Through Service.
Illawarra Suburban—Down.
Illawarra Suburban—Up. South. West. North. South and West Local Services (Sydney, Campbelltown, Camden, Penrith and Richmond). Services North Local (Sydney Hawkesbury River and Milson's Point Line). Newcastle District Grafton-Tweed Line.

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. MNJG

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 aftered 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. Iliawarra.

South. West

North.

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List of Time-tables to be Issued

Sheet Time-tables-

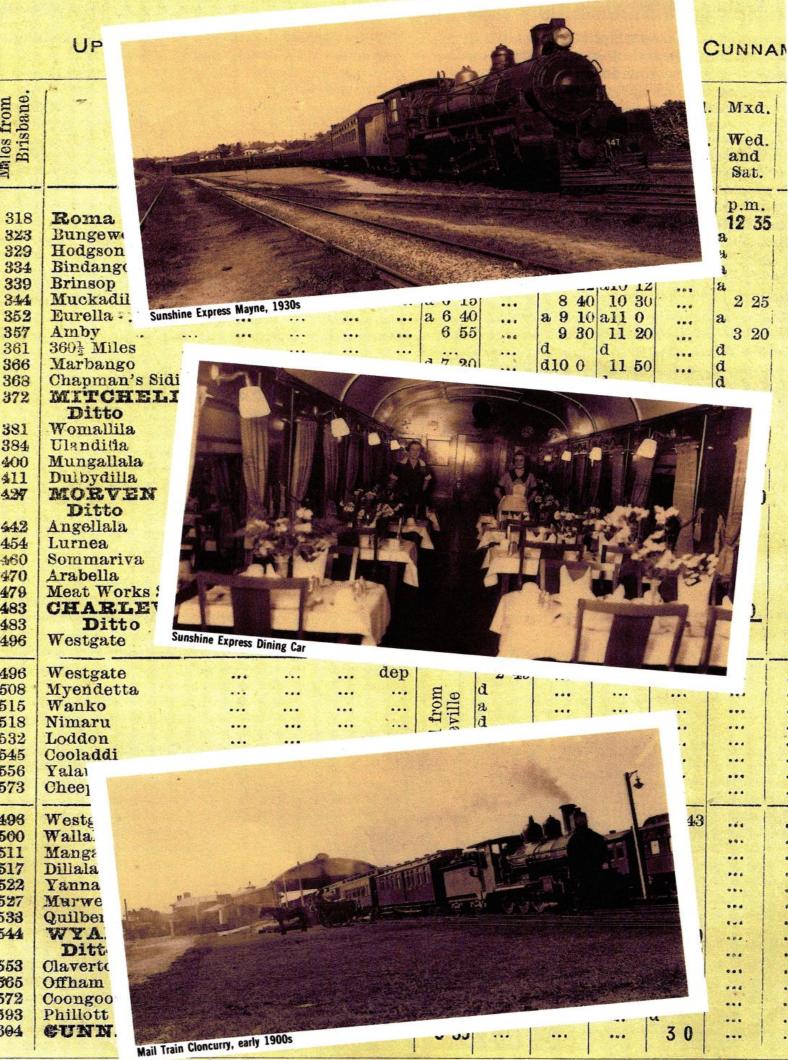
Metrepolitan Suburban Arca

- 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

- City to East Hills
- 17 East Hills to City
 18 City—Bankstown—Lidcombe, Mondays to Fridays
- 19 City-Bankstown-Lidcombe, Saturdays.

1958 WN40

LINE-CONTINUES



The times at intermediate Stations shown