



The Times

July 2024

AUSTRALIAN TIMETABLE ASSOCIATION

A journal of transport timetable history and analysis

TGR

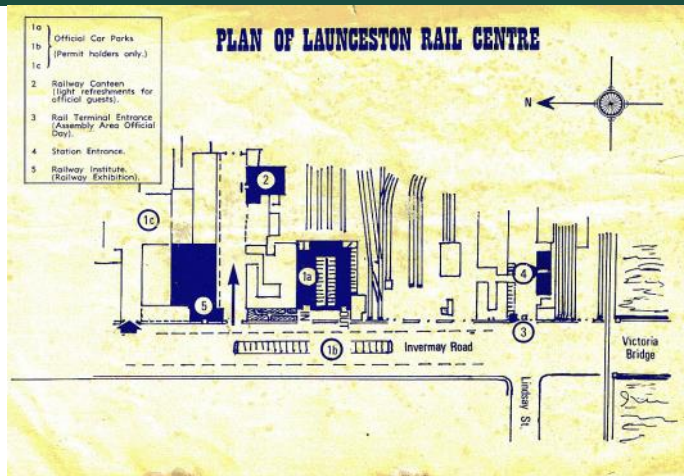
Tasmanian Government Railways

20 cents

TIMETABLE
CENTENARY TRAINS

PROGRAMME
OFFICIAL DAY (Feb. 10th)

February 7th to February 14th, 1971



*BOAGS goes down well...
ON ANY OCCASION*



We're all "STEAMED UP" for
the BIG EVENT



'The Night Mail'

**Inside: TGR Centenary Special Train Notice
Melbourne Tramways in 1974 and 1985**

RRP \$4.95
Incl. GST

The Times

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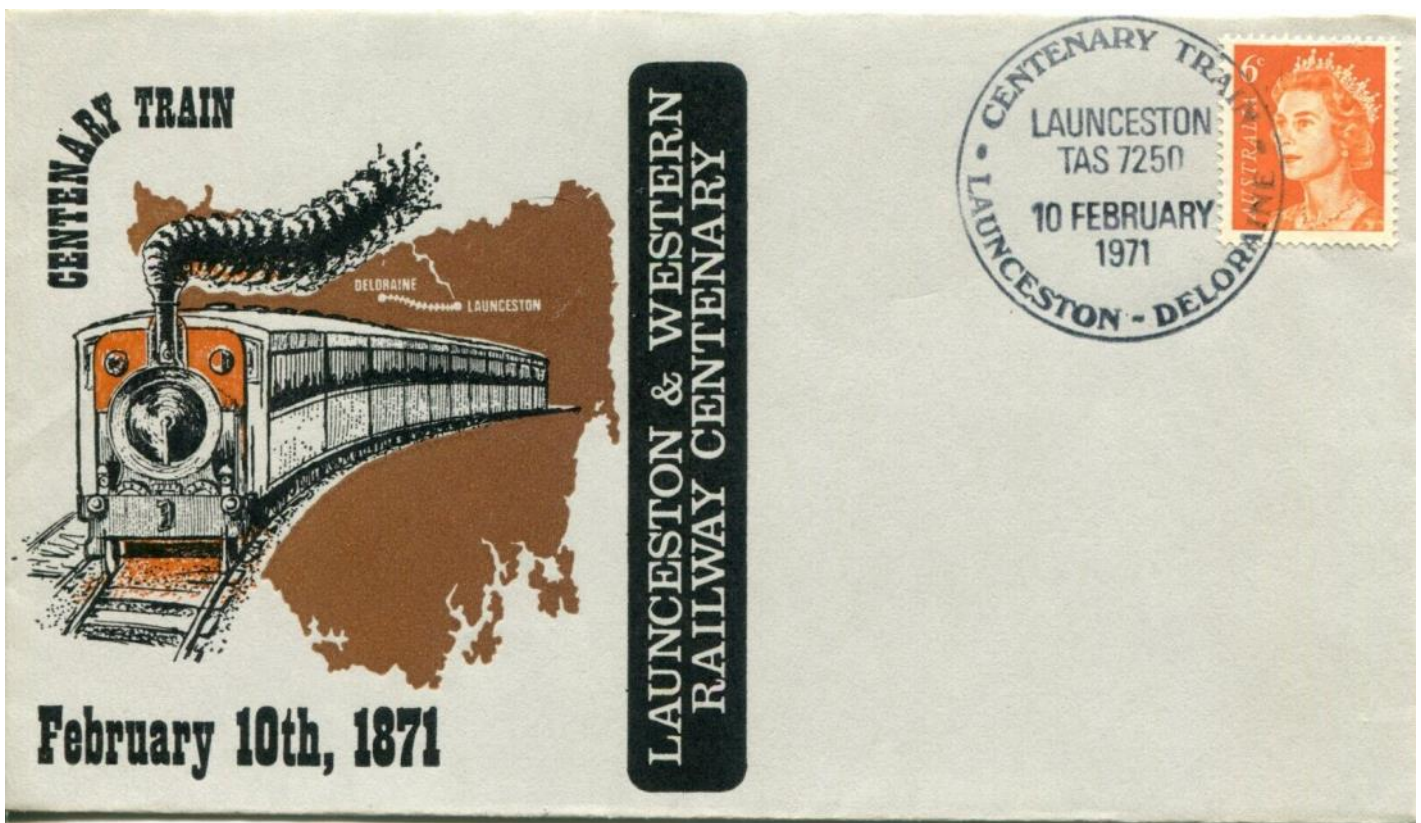
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Tasmanian Centenary Special Train Notice

GEOFF LAMBERT rides the Centenary trains, with his Train Notice in his hand

I COME FROM TASMANIA—
Somebody has to. I took my first train trip at the age of three days. My parents lived in Rosebery, a mining town—Dad worked as a fitter and turner for the Electrolytic Zinc (EZ) Co.; Mum worked as an accountant for the River Don Trading Company.

Rosebery had a small Bush Nursing Hospital, but most babies were

delivered at the hospital in Queenstown, which is where my Uncle and Aunt lived. My Uncle Eric (“Chic”) had been a driver for the Mt Lyell Mining and Railway Company’s underground electric ore haulage tramway (bottom left, page 4), but had resigned from that job to become Queenstown’s butcher.

I travelled via the following lines:

- **Queenstown—Regatta Point:** Mt

Lyell Mining and Railway Company

- **Regatta Point—Zeehan:** TGR;
- **Zeehan—Rosebery:** Emu Bay Railway.

I failed to keep a log-book and I remember very little of this trip.

At the bottom of this page are extracts from the TGR WTTs of 1937 and 1954. My trip was somewhere between the two dates (not telling!).

MOUNT LYELL MINING AND RAILWAY CO. LTD.

		Week Days		Week Days	
		A.M.	P.M.	A.M.	P.M.
Queenstown	Regatta Point	7 45	4 30	9 45	6 45

Goods trains run each day as required.

STRAHAN-ZEEHAN LINE

MILEAGE	DOWN	Week Days		MILEAGE	UP	Week days	
		2	4			1	3
From Regatta Point	STATIONS	Mixed	Empty	From Zeehan	STATIONS	Empty	Mixed
...	Regatta Point †	A.M. 9 55	P.M. 4 20	...	Zeehan † (CW) ...	A.M. 1 45	P.M. ...
1	Bantick's Siding ...	...	...	1	Silver Bell Jun. † ...	...	...
1	Grining's Siding ...	...	...	...	Ditto ...	...	...
1	Strahan Wharf † ...	10 0	4 25	1	Smelters ...	...	...
1	Ditto ...	10 3	4 49	...	Austral Siding ...	...	...
1 1/2	Pine Export Co. Sid. ...	10 4	4 51	...	Oceana (W) ...	...	...
2	W. Strahan † (CW) ...	10 8	4 45	...	Eden ...	...	...
...	Ditto ...	10 10	...	...	Powell's Siding ...	...	...
3	Stella ...	a	...	...	Blacklow ...	...	...
4 1/2	Bellinger ...	a	...	...	Firewood ...	...	...
8	Beach Road ...	a	...	...	Fowler's Siding ...	...	...
12	Henty ...	a	...	...	Koyule ...	...	...
13	Koyule ...	a	...	...	Henty ...	...	...
13 1/2	Fowler's Siding ...	a	...	...	Beach Road ...	...	...
16 1/2	Blacklow ...	a	...	...	Bellinger ...	...	...
17 1/2	Powell's Siding ...	a	...	...	Stella ...	...	...
18	Eden ...	a	...	...	W. Strahan † (CW) ...	3 28	...
18 1/2	Oceana (W) ...	a	...	...	Ditto ...	9 15	3 33
25 1/2	Austral Siding ...	a	...	...	Pine Export Co. Sid. ...	9 20	3 37
27 1/2	Strahan Wharf † ...	a	...	...	Strahan Wharf † ...	9 30	3 47
28 1/2	Silver Bell Jun. † ...	a	...	...	Ditto ...	...	...
...	Ditto ...	...	...	...	Grining's Siding ...	...	...
29 1/2	Smelters ...	...	...	...	Bantick's Siding ...	...	...
29 1/2	Regatta Point † ...	1 15	...	...	Regatta Point † ...	9 35	3 51

NOTE.—If engine of No. 1 train is required at Strahan Wharf for additional shunting, O.I. Guard attends to Staff working at West Strahan and Silver Bell Junction. Shunting engine works between Zeehan and Smelters as required by D.S.M. Zeehan.

MOUNT LYELL MINING AND RAILWAY CO. LTD.

		Week Days		Mon., Tues., Wed., Fri.		Thurs.	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Queenstown	Regatta Point	7 45	4 30	9 45	6 15	4 0	5 0
Regatta Point	Queenstown	9 45	6 45	6 15	7 15	...	...

Goods trains run each day as required.

STRAHAN-ZEEHAN LINE

MILEAGE	UP	Mon., Tues., Weds.		MILEAGE	DOWN	Mon., Tues., Weds.		Thurs.
		1	3			2	4	
From Zeehan	STATIONS	Goods	Goods	From Regatta Point	STATIONS	Goods	Goods	
...	Zeehan † (CW) ...	A.M. 7 25	P.M. 2 15	...	Regatta Point † ...	A.M. 10 20	P.M. 5 10	
1	Silver Bell Jun. ...	a	...	1	Strahan Wharf † ...	...	...
...	Ditto ...	a	...	2	Ditto ...	10 30	5 20	
1 1/2	Smelters ...	...	...	...	W. Strahan † ...	10 40	5 30
3 1/2	Oceana (W) ...	a	a	8	Henty ...	a	a	
5	Howard Siding ...	a	a	13	Koyule ...	a	a	
12 1/2	Firewood † ...	8 30	3 20	16 1/2	Howard Siding † ...	11 55	6 45	
16 1/2	Koyule ...	a	a	24 1/2	Oceana (W) ...	a	a	
21 1/2	Henty ...	a	a	25 1/2	Silver Bell Jun. ...	a	a	
27 1/2	W. Strahan † ...	9 45	4 35	28 1/2	Ditto ...	...	...
...	Ditto ...	...	...	29 1/2	Smelters ...	...	...
28 1/2	Strahan Wharf † ...	9 55	4 45	29 1/2	Zeehan † (CW) ...	1 0	7 30	
...	Ditto ...	...	...	29 1/2	...	...	...
29 1/2	Regatta Point † ...	10 0	4 50	...	...	...	...

No. 1 and 2 trains on Mondays and Wednesdays are Conditional and do not run if insufficient load offering.

EMU BAY RAILWAY COMPANY LIMITED.

The Rail Motor are Operated at 2.50 p.m. daily (Sunday excepted) service

UP

Stations	No. 3 Goods		No. 5: Ore, Garratt Daily.	No. 7: Motor, Daily.	No. 9: Ore, Mondays.
	Monday	Tuesday to Friday, Inc.			
Zeehan	A.M. 6 45	P.M. 6 45	...	P.M. 1 20	...
Rosebery	A	...	...	...	...
Ditto	D (8 15)	(8 15)	...	2 13	1 25
Primrose	A	...	...	...	...
Ditto	D (8 45)	(8 45)	12 15	...	2 30
Farrell	A	...	...	...	...
Ditto	D (9 20)	(9 20)	12 40	...	2 55
Boko	A	10 05	10 05	...	...
Ditto	D	12 noon	11 05	1 15	2 55
Guildford	A	1 50 P.M.	12 50 P.M.	(2 40)	4 0
Ditto	D	2 0	1 0	(3 5)	4 10 (5 15)
Toronna	A	...	...	...	...
Ditto	D	...	...	...	...
Hampshire	A	...	...	...	...
Ditto	D	8 0	2 0	(4 5)	4 56 (6 15)
Ridley	A	...	...	...	...
Ditto	D	...	...	...	...
Burnie	A	4 10	3 10	(5 15)	5 53 7 25

Figures in parentheses are approximate only. When No. 5 or No. 9 are run by Garratt engine, no train to follow from Primrose to Guildford under 30 minutes' interval. No motor to follow trains from Hampshire to Burnie under 25 minutes interval. Road motor to and from Waratah connects at Guildford with Burnie-Zeehan Motors on morning only.

1937

1954

TASMANIAN TRANSPORT COMMISSION

COMMISSIONER : G. T. Webb
 ASSOCIATE COMMISSIONER : C. G. Collins
 ASSOCIATE COMMISSIONER : A. G. Pybus
 SECRETARY : H. M. Blackwood

RAILWAY BRANCH

GENERAL MANAGER OF RAILWAYS : C. G. Collins
 SECRETARY FOR RAILWAYS : R. G. Barber
 ADMINISTRATIVE ASSISTANT TO
 GENERAL MANAGER : J. Duckworth
 CHIEF ENGINEER : G. J. Dineen
 CHIEF TRAFFIC MANAGER : R. C. Brazier
 COMPTROLLER OF STORES : R. C. Manser

CO-ORDINATING COMMITTEE

Launceston Western Railway Centenary Celebrations

Chairman	R. Wylie	Australian Railway Historical Society.
Secretary	A. F. Eastoe	Railway Branch, Launceston.
Members —	R. E. Clarke	Tas. Tourist Council, Launceston.
	W. F. Ellis	Queen Victoria Museum, Launceston.
	I. Mooney	Queen Victoria Museum, Launceston.
Hon.	R. W. Shipp	M.L.C., Launceston
	C. R. Smith	Railway Branch, Launceston.
	K. F. Flood	Railway Branch, Launceston.
	R. E. Fardell	Railway Branch, Launceston.
	R. T. Butler	Tasmanian Railways Institute.
	R. Littlejohn	Deloraine.
	L. Evans	Deloraine.
	L. Hollis	Deloraine.

Secretary's Address : Office of the Chief Traffic Manager,
 Invermay Road, Launceston — Telephone 2 1721, Extension 210
 Telex AA 58561.

SPECIAL PASSENGER FARES

Return tickets to or from Deloraine Day Trips Only	\$
Launceston	1.00
Longford	0.77
Westbury	0.28
Ulverstone	1.35
Devonport	1.05
Latrobe	0.83
Railton	0.61
Kimberley	0.44

Return tickets to or from Launceston Day Trips Only.	\$
Ulverstone	2.60
Devonport	2.20
Latrobe	2.00
Railton	1.84
Kimberley	1.68
Deloraine	1.00
Westbury	0.96
Longford	0.50
Western Junction	0.30
Scottsdale	1.29
St. Marys	2.20
Fingal	1.90
Avoca	1.43
Ross	1.38
Campbell Town	1.18

Children 4 years of age and under 16 years of age Half Fare.

Other Special Fares apply for trains organised through Schools.

"All Lines Tickets" available for travel on any train.

- (a) Available from February 7 to February 14, 1971 inclusive @ \$7.50 each.
- (b) Available from February 12 to February 14, 1971 inclusive @ \$4.50 each.

Half Fares do not apply to "All Lines Tickets"

It may be that, on this trip, I was infected with [ferroequinology](#) - a viral disease which is very hard to shake off and for which there is no drug treatment. Or perhaps it was genetic—my father had it as well. For my 5th birthday I received a Hornby train set (with an added home-built locomotive) and a book "The Boys Book of Trains".

The first train trip I do remember is travelling the other way—from Rosebery to Queenstown, to visit the rellies. It was a cold wet winter day, during my last year in Rosebery. We would have been travelling on the EBR railmotor (picture below middle). As the train approached the Argent Tunnel (picture below right), my mother said "When we come out of the other end of the tunnel, it will be snowing". She was right. I remember

thinking how clever she was.

At about this time, a recruiting team from [Maddingley Brown Coal](#) (a subsidiary of [Australian Paper Manufacturers](#)) descended on Rosebery, looking for recruits for their coal mine. A number of Rosebery men—including my father—accepted the offer. Soon after, he set off for Bacchus Marsh by train, the ferry Nairana and then another train.



SUNDAY, FEBRUARY 7, 1971

TRAIN 301		TRAIN 303		TRAIN 300		TRAIN 302	
	A.M.	P.M.		P.M.	P.M.	P.M.	P.M.
Launceston	10.00	1.10	Deloraine	3.30	5.30		
St. Leonards	10.08	1.18	Exton	3.38	5.38		
Western Junction	10.27	1.37	Westbury	3.49	5.49		
Perth	10.36	1.46	Hagley	3.56	5.56		
Longford	10.42	1.52	Longford	4.21	6.21		
Hagley	11.06	2.21	Perth	—	—		
Westbury	11.13	2.30	Western Junction	4.35	6.35		
Exton	11.23	2.43	St. Leonards	—	—		
Deloraine	11.32	2.50	Launceston	5.00	7.00		

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 301 and 300 trains.

Car Stock SUB. 1, 2 ABL, 1 BBA, 1 DB.

Locomotive MA Class.

Booked by Commercial Travellers' Association.

Limited accommodation also provided for "All Line Ticket" holders, but bookings must be made with Secretary, Co-ordinating Committee.

No's. 303 and 302 trains.

Car Stock 1 SP, 4 AAR, 3 BBL, 1 AAL, SP.

Locomotives MA, M and CCS Class.

CCS Locomotive assist Launceston to Western Junction Only.

Available for general bookings.

Bookings for party travel to be directed to the Secretary, Co-ordinating Committee.

Other Bookings may be made at Launceston Railway Station or Launceston Tourist Bureau.

MONDAY, FEBRUARY 8, 1971

TRAIN 304			TRAIN 306			TRAIN 308			TRAIN 305		TRAIN 307	
	A.M.	P.M.		A.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	
Ulverstone	8.15	—	5.55			Launceston	1.56	304	3.30			
Leith	8.25	—	—			Devonport	2.05	—	—			
Devonport	8.42	10.25	6.25			St. Leonards	2.11	226	—			
Spreyton	8.51	—	—			Western Jcn.	2.25	—	3.58			
Latrobe	9.00	10.45	—			Longford	2.40	—	4.12			
	—	11.02	—			Bishopsbourne	2.54	—	—	234 hld		
Railton	9.16 hld	11.12	209									
Kimberley	9.29	11.25	—			Hagley	3.08	—	4.26			
Dunorlan	9.57	11.50	—			Westbury	3.18	—	4.48			
Lemana Jcn.	10.07	12.01 p.m.	—			Exton	3.28	—	4.59			
Deloraine	10.14	12.08	—			Deloraine	3.36	—	5.07			
	10.30	12.22	—				3.52 hld	234	5.22			
Exton	10.37	12.30	—			Lemana Jcn.	3.59	—	5.29			
Westbury	10.47	12.41	—			Dunorlan	4.10	—	—	236		
Hagley	10.54	—	309									
Bishopsbourne	—	1.02	—			Kimberley	4.26	—	5.40			
Longford	11.20	1.16	—			Railton	—	236	6.09			
	—	1.30	—				4.40	—	—			
Western Jcn.	11.34	—	67			Latrobe	4.55	—	6.25			
St. Leonards	—	1.35	—			Spreyton	5.04	—	—			
Launceston	11.54	1.55	—			Devonport	5.14	—	6.43			
	—	—	305				—	—	—	244 hld		
						Leith	—	244	—			
						Ulverstone	5.40	—	—			

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 304 and 305 trains.

Car Stock 1 SP, 4 AAR, 3 BBL, 1 AAL, 1 SP.

Locomotives 2 H Class.

Booked by Ulverstone Primary School.

Limited accommodation also provided for "All Line Ticket" holders but booking must be made with Secretary, Co-ordinating Committee.

No's. 306 and 307 trains.

Car Stock SUB 1, 2 ABL, 1 BBA, 1 DB.

Locomotive M Class.

Booked by Gowrie Park School who will join train at Railton.

Limited accommodation also provided for "All Line Ticket" holders but bookings must be made with Secretary, Co-ordinating Committee.

No. 308 train conveys empty Car Stock Ulverstone to Devonport.

While our new house was being built, he boarded at the gatekeeper's house at the Fiske St. level crossing. In those days there were very few night trains through Bacchus Marsh. He did remember though that, for the first few weeks, he awoke every night to the sound of the Paper Train- "No.9 Fast Goods (News)" - passing by no more than a few yards from his sleep-out window. He soon got used to this—and only woke up when the train refused to show. I believe this is still a common experience of people in his situation.

When the house was finished, mum and I packed our bags and took the EBR train (one of the trains on our page 3), then the TGR train to Devonport. From Devonport, we made a short diversion, by what was called a "Service Car" (aka taxi), to Nook, near Sheffield, to say our farewells to my

Mother's family. I remember that day as another cold snowy day. After that, my memory of the ships and trains which we used to get to Bacchus Marsh has vanished.

We lived just over the tracks, not far from the Maddingley Brown Coal crushing plant. My dad always timed his "commute" to be at the Grant St level crossing when the Up Overland came through. Back at home, Mum would hold up little old me so I could see the train; double-headed with A2 class locos.

Great was the excitement when the A2s were replaced with the R-class. Dad and I dubbed them the "Red and Blackers" and it was one of these that dad modelled for my Christmas present that year (it was powered by a clock motor).

The girls and boys of McCrae St, lived with the gradually increasing number of trains—interrupting our cricket matches so that we could count the number of trucks on the afternoon Fast Goods, No. 77. The record was 100—although the WTT said it was limited to 75.

That was in the daytime. The frosty nights were actually scary, listening to No. 9 slip-sliding its way up the hill and inducing terrifying imagery of strange monster locomotives which peppered the pages of my train book. I soon got over this.

Although my mother (sometimes with me and sometimes without me) visited her parents at Nook every couple of years, train travel was rarely ever involved. We flew with TAA and I became a member of its Junior Flyers club. We travelled to-and-from Nook by service car.

TUESDAY, FEBRUARY 9, 1971

TRAIN 310	TRAIN 312	TRAIN 314	TRAIN 309	TRAIN 311
A.M.	A.M.	P.M.	A.M.	P.M.
Devonport 7.05 acc.	205 10.25	—	Launceston 11.35	3.30
Spreyton 7.23	10.45	—	St. Leonards P.M.	—
Latrobe 7.40	11.02	—	Western Jcn. 12.03	3.59
Railton 7.40	11.12	—	Longford 12.17	4.11
Kimberley 7.53	—	—	Bishopsbourne 12.31	4.25
Dunorlan 8.20 hld	11.50	—	Hagley 12.45	312 4.38
Lemana Jcn. 8.31	12.00 N.	—	Westbury 1.00	226 4.48
Deloraine 8.38	12.07	—	Exton 1.18	4.58
9.00	12.22	3.15 234	Deloraine 1.26	5.07
Exton 9.08 hld	12.30	3.23	—	5.22
Westbury 9.18	12.40	3.34	Lemana Jcn. —	5.29
Hagley 9.25	12.47	3.41	Dunorlan —	5.40
9.28	—	—	—	5.57
Bishopsbourne 9.44	1.03	3.55	—	6.10
Longford 9.56	1.15	4.14	—	6.26
Western Jcn. 10.10	1.28	4.28	—	6.45
St. Leonards —	1.35	67 4.28	—	—
Launceston 10.32	1.55	4.50	—	—

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 310 and 309 trains.

Car Stock SUB. 1, 2 ABL, 1 BBA, 1 DB.
Locomotive M Class.

Booked by Hagley Farm School.

Note No. 310 train runs from Devonport to Hagley for positioning of Car Stock. Bookings may be made for single journey Devonport to Hagley and intermediate Station. Return train terminates Deloraine.

No's. 312 and 311 trains.

Car Stock 1 SP, 3 AAR, 3 BBL, 1 AAL, 1 SP.
Locomotive 2 H Class.

Booked by Sheffield Area School.

Limited accommodation also provided for "All Line Ticket" holders but bookings must be made with Secretary, Co-Ordinating Committee.

No. 314 train.

Car Stock SUB 1, 2 ABL, 1 BB, 1 DB.
Locomotive 1 M Class.

Available for general bookings. Passengers from Launceston may travel to Deloraine by Tasman Limited leaving Launceston at 1.10 p.m. and return on No. 314 train.

WEDNESDAY, FEBRUARY 10, 1971

TRAIN 316	TRAIN 318	TRAIN 320	TRAIN 322	TRAIN 324	TRAIN 326
A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Devonport 7.05 acc.	205 —	—	—	—	—
Latrobe 7.23	—	—	—	—	—
Railton 7.40	—	—	—	—	—
Kimberley 7.53	—	—	—	—	—
Dunorlan 8.20 hld	207 —	—	—	—	—
Lemana Jcn. 8.31	—	—	—	—	—
Deloraine 8.38	11.30	2.00	—	223 3.30	4.15
9.00	—	—	3.10	—	—
Exton 9.08 hld	209 11.40	2.08	3.18	3.38	321 4.23
Westbury 9.18	11.51	2.18	3.19	3.43	321 4.34
Hagley 9.25	11.58	2.25	3.28	3.53	4.34
—	p.m. 12.14	2.35	3.34	4.00	4.41
Bishopsbourne 9.39	12.18	2.49	3.37	4.14	4.55
Longford 9.53	12.32	2.59	3.46	4.28	5.09
Western Jcn. 10.07	12.46	3.13	3.58	4.42	5.23
—	12.50	3.19	4.13	4.42	5.23
Launceston 10.30	1.10	3.27	4.13	5.05	5.45 3
—	—	3.50	4.35	5.05	—

TRAIN 313	TRAIN 315	TRAIN 317	TRAIN 319	TRAIN 321
A.M.	A.M.	A.M.	P.M.	P.M.
Launceston 8.45	11.00	11.25	12.20	1.55
St. Leonards —	—	—	12.47	2.05
Western Jcn. 9.10	11.25	11.50	1.02	2.15 226
Longford 9.24	11.39	P.M. 12.04	1.17	2.33
—	—	—	1.33	2.47
Bishopsbourne 9.38	11.51	12.17	1.47	3.02 320
9.44	—	12.23	—	—
Hagley 9.59	12.03	12.36	2.01	3.16
Westbury 10.06	12.10	12.43	2.08	3.23 322
—	—	—	2.20	3.30
Exton 10.18	12.22	12.53	2.32	3.42 324
—	—	12.57	—	—
Deloraine 10.26	12.30	1.05	320 2.40	3.50

Tasmanian rail history

Tasmania's first railway was an 1860s convict-powered, wooden-railed, affair at Port Arthur (below left). The first real, iron-railed, line was the 1871 5'3" Launceston and Western Railway, which was taken over by the Tasmanian Government before completion and later re-gauged to 3'6". The first revenue trains commenced on 11th February, after a lavish opening ceremony the

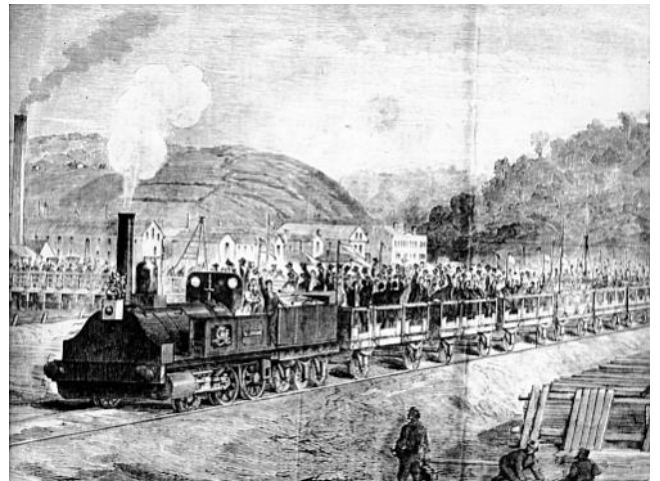
day before (below right).

My re-acquaintance with Tasmanian West Coast trains had to wait until 1962/63, when we put the Holden Station Wagon on the Princess of Tasmania to Devonport, and drove to Burnie, to which my grandparents and my aunt had moved a few years before.

Because my father knew some people from "The Pulp" (APPM ...

APM), we were allowed to drive the "Pulp Road" to Guildford Junction, where the car was loaded onto flat-cars at the rear of an ore train hauled by one of the EBR's Beyer-Garratt locomotives. We crossed other trains, including another ore train hauled by an ASG and the Up West Coaster, hauled by a prettified Dubs 4-8-0 loco.

We motored around the West Coast for a week, visiting Rosebery, Tullah, Zeehan, Trial Harbour, Strahan and Queenstown. In those days, I did not



CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 316 and 317 trains.

Car Stock 1 SP, 3 AAR, 3 BBL, 1 AAL, 1 SP.
Locomotives 2 H Class.

Booked by Deloraine Primary School and Our Lady of Mercy College, Deloraine.

Note No. 316 train runs from Devonport to Deloraine for positioning of Car Stock. Bookings on this train may be made for single journeys Devonport to Deloraine Only.

No's. 313 and 318 trains.

Car Stock 1 SP, 4 SS, 1 SSS, 2 AAL, 1 SSD.
Locomotives 1 MA and 1 M Class.

Booked by Charles Street State School, Launceston.

Limited Accommodation available for "All Line Ticket" holders but bookings must be made with Secretary, Co-Ordinating Committee.

No. 315 train.

Car Stock DA, 2 ACS.
Locomotive "Y" Class Diesel Electric.
Reserved for Special Guests.

No. 319 train — Special Centenary Train.

Car Stock BB-1, SUB1, 2 ABL, 1 BBA.
Locomotives CCS.23 and MA Class.
Vintage Train, by invitation only.

No's. 321 and 326 trains.

Car Stock 1 SP, 4 SS, 1 SSS, 2 AAL, 1 SSD.
Locomotives 1 MA and 1 M Class.

Available for General Bookings.

Party Bookings to be directed to Secretary of Co-Ordinating Committee. Other Bookings may be made at the Launceston Railway Station and Launceston Tourist Bureau.

No. 320 train.

Car Stock 1 SP, 3 AAR, 3 BBL, 1 AAL, 1 SP.
Locomotives 2 H Class.

Available for general booking single journey Deloraine to Launceston and intermediate Stations Only.

No. 322 train.

Car Stock DA, 3 ACS Cars.
Locomotive "Y" Class Diesel Electric.

By invitation only. Return journey from No. 319 train.

No. 324 train.

Car Stock BB-1, Sub 1, 2 ABL, 1 BBA.
Locomotives CCS.23 and MA Class.

Available for limited bookings at Launceston and Deloraine Railway Stations. Passengers from Launceston may travel to Deloraine by Tasman Limited leaving Launceston at 1.10 p.m. and return by No. 324 train.



THURSDAY, FEBRUARY 11, 1971

WESTERN LINE :

	TRAIN 323 A.M.	TRAIN 325 A.M.	TRAIN 327 P.M.
Launceston	8.30	10.20	1.55
St. Leonards	—	—	2.05 226
Western Junction	8.57	10.45	2.12 330
Longford	9.11 SHTR. 9.26 hld.	11.00	2.43
Bishopsbourne	9.40	11.14	2.57
Hagley	9.54	11.27	3.11
Westbury	10.01	11.34	3.18
Exton	10.13	11.44 328 11.49	3.30
Deloraine	10.21	11.57 226	3.38 234 hld.
	TRAIN 328 A.M.	TRAIN 330 P.M.	TRAIN 332 P.M.
Deloraine	11.35	1.10	4.10
Exton	11.45 325	1.18	4.20
Westbury	11.57	1.30	4.31
Hagley	12.04 P.M.	1.37	4.38
Bishopsbourne	12.18	1.51	4.52
Longford	12.32	2.05 223 2.13	5.06
Western Junction	12.46	2.27 327 2.30	5.20
St. Leonards	—	—	—
Launceston	1.08 67	2.52	5.42 3

NORTH EASTERN LINE :

	TRAIN 329 A.M.	TRAIN 331 P.M.		TRAIN 334 A.M.	TRAIN 336 P.M.
Launceston	5.00	1.30	Scottsdale	9.30	4.30
Mowbray	—	—	Nabowla	9.52	4.55 } 5.06 }
Karoola	5.55 } 6.10 }	2.20 } 2.32 }	Lebrina	10.25	5.50
Lilydale	6.30	2.50	Lilydale	10.44	6.15
Lebrina	6.55	3.12	Karoola	—	6.32 } 6.45 }
Nabowla	7.35 } 7.45 }	3.42	Launceston	12.05 P.M.	7.40
Scottsdale	TURN 8.20	LOCOS 4.10			

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 323 and 328 trains.

Car Stock SSD, 1 SSS, 5 SS, 2 AAL, 1 SP.
Locomotives 1 M and 1 MA Class.

Booked by Cressy and Longford Schools.

Limited Accommodation available for "All Line Ticket" holders only, but Bookings must be made with Secretary, Co-Ordinating Committee.

No's. 325 and 300 trains.

Car Stock SP, 4 AAR, 3 BBL, 1 AAL, SP.
Locomotives 2 H Class.

Booked by Exeter Area School.

Limited Accommodation available for "All Line Ticket" holders only, but Bookings must be made with the Secretary, Co-Ordinating Committee.

No's. 327 and 332 trains.

Car Stock SSD, 1 SSS, 5 SS, 2 AAL, 1 SP.
Locomotives 1 M and 1 MA Class.

Booked by Youngtown State School, Launceston.

Limited Accommodation for "All Line Ticket" holders and general Public, but Bookings must be made through Secretary, Co-Ordinating Committee.

No's. 329 and 336 trains.

Car Stock BB+, Sub 1, 2 ABL, 1 BBA, DB.
Locomotives CCS.23 and MA.

These trains run for positioning of Car Stock to accommodate Scottsdale bookings, however bookings will be accepted, by Secretary Co-Ordinating Committee from "All Line Ticket" holders and general Public.

No's. 334 and 331 trains.

Car Stock BB+, Sub. 1, 2 ABL, 1 BBA, DB.
Locomotives CCS.23 and MA.

Booked by Ringarooma and Scottsdale Schools.

Limited Accommodation available for "All Line Ticket" holders but reservations must be made with Secretary, Co-Ordinating Committee.

Note : No's. 331 and 336 trains may be hauled by MA and M Locomotives

consider myself to be a "railfan", but I could not help but notice that, everywhere we went, the landscape was littered with the wreckage of abandoned railway and tramway lines. Some (like the EBR, the Tullah Tramway and the MLMR) were still running — mostly with steam locomotives.

We returned from Rosebery with HAP093 on the West Coaster as far as Guildford Jct, thence via Waratah (more old tram lines) and the Hellyer Gorge (we got carsick there!), to Burnie.

A few years later, I discovered rail-fanning and also that the State Library of Victoria had a complete set of the [Zeehan and Dundas Herald](#). For the next few years, I spent every Monday night at the library transcribing the Z&DH rail-related stories into 11 large school exercise books. Early in this process, I met a chap called Wayne Chynoweth, who had a fixation with

Tasmanian timber trams and HEC Construction trams. We resolved that we would collaborate on a book on West Coast railways and tramways.

To further my research, I regularly took my summer holidays in Tasmania at the [Tasmanian State Library](#) in Hobart, the [Tasmanian State Archives](#) and what is now called the [Launceston Library History Room](#), ferreting out items of interest—including transcribing items from two other newspapers—the [Strahan Banner](#) and the [Mt Lyell Mining Standard](#).

I also walked great lengths of these lines (Guildford Jct—Rosebery—Strahan in five days, for instance). Some of these trips started with travel on the EBR goods train. This was facilitated by the fact that my cousin's father-in-law was an EBR guard.

My next encounter with Tasmanian Railways was in 1966, via an [Australian Railway Exploration](#)

[Association](#) (AREA) excursion, which covered lines Wynyard-Launceston; Launceston-Herrick and Launceston-Fingal, not to mention a tram from Melbourne to Essendon airport and a DC4 to Devonport (we were supposed to land at Wynyard but were fogged out) and a TAA bus to Burnie, where we promptly turned around and jumped on the train to head back towards Devonport. This was something of an ordeal for me ... it is still the only day of my life in which I suffered air-sickness, bus-sickness and train-sickness.

On the following days, we travelled to Herrick and then Fingal. A highlight of the Fingal trip was an opportunity to drive engine H8 for a short distance.

I made a 34-page photo scrap book of this, with 96 120-sized B&W or colour photographs. This was accompanied by 27 pages of [Roneo'd](#) material from TAA, AREA and TGR—the latter including all the Special Train

FRIDAY, FEBRUARY 12, 1971

WESTERN LINE :		TRAIN	TRAIN	TRAIN	TRAIN
Launceston	337	343	344	348	
	A.M.	P.M.	A.M.	P.M.	
	8.45	1.55	11.35	4.10	
St. Leonards	—	2.05	11.43	4.18	
		226	11.53	4.30	
Western Jcn.	9.10	2.12	12.00 Noon	4.37	
Longford	9.24	2.30	12.14	4.51	
Bishopsbourne	9.38	2.44	12.28	5.05	
Hagley	9.52	3.12	12.42	5.19	
Westbury	9.59	3.19	—	—	
Exton	10.11	3.30	1.05	67	5.40
Deloraine	10.18	3.38	—	—	3

MAIN LINE :		TRAIN	TRAIN	TRAIN	TRAIN
Launceston	335	339	346	342	
	A.M.	A.M.	P.M.	P.M.	
Western Jcn.	6.20	9.00	1.45	2.05	
Conara Jcn.	6.50	9.15	2.25	2.25	X67
	7.30] TURN	9.55	3.30	4.10	
	7.45] LOCO	10.15	4.35	—	
Campbell Town	8.05	—	—	—	
Ross	8.25	—	—	—	
Launceston	11.50	12.00	12.17	12.57	
St. Leonards	—	Noon	—	—	
Western Jcn.	—	342	—	—	
Conara Jcn.	—	40	—	—	
Campbell Town	1.02	—	—	—	
Ross	1.17	—	—	—	
	1.32	—	—	—	

MAIN AND FINGAL LINES :		TRAIN	TRAIN	TRAIN	TRAIN
Launceston	333	341	347	343	
	A.M.	A.M.	P.M.	P.M.	
Western Jcn.	4.00	9.00	1.45	2.05	
Powanna	—	9.30	2.25	2.25	
	X90 hld.	10.15	3.30	4.10	
	X92 hld.	11.00	4.35	—	
Conara Jcn.	5.20	—	—	—	
	5.45]	11.05	—	—	
Avoca	6.30	11.45	—	—	
Fingal	7.15	12.00	—	—	
	Pass 171 hld.	Noon	—	—	
Cullenswood	7.45]	339	—	—	
	7.55] TURN	12.05	—	—	
	LOCO	12.15	—	—	
St. Marys	8.05	—	—	—	
Launceston	2.20	2.47	3.27	3.40	
Western Jcn.	—	—	—	—	
Conara Jcn.	—	98	—	—	
Avoca	4.22	—	—	—	
Fingal	5.05	—	—	—	
St. Marys	5.35	—	—	—	

NORTH EASTERN LINE :

	TRAIN	LE	TRAIN	LE
Lilydale	340	—	341	—
	A.M.	PM		A.M.
Karoala	10.45	8.00	1.30	8.30
Mowbray	11.05	8.20-8.30	—	8.45
Launceston	—	—	2.25	9.40-9.55
	11.55	4.30	2.45	10.15

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 333 and 345 trains.
 Car Stock 1 SP, 3 AAL, 1 SS. Locomotive 1 MA Class.
 These trains are for positioning of Car Stock to accommodate bookings on Fingal Line. Bookings will be accepted on these trains. No. 350 conveys Passengers Western Junction to Launceston ex Special Aircraft from Melbourne.

No's. 342 and 345 trains.
 Car Stock 1 SP, 3 AAL, 1 SS. Locomotive 1 MA Class.
 Booked by St. Marys and Avoca Schools.
 Limited Accommodation available for "All Line Ticket" holders, but bookings must be made with Secretary, Co-Ordinating Committee.

No's. 335 and 346 trains.
 Car Stock 1 BB+, 1 Sub, 2 ABL, 1 BBA, 1 DB. Locomotive 1 H Class.
 These trains are for positioning of Car Stock to accommodate Bookings from Ross and Campbell Town. Bookings will be accepted on these trains.

No's. 338 and 339 trains.
 Car Stock 1 BB+, 1 Sub, 2 ABL, 1 BBA, 1 DB. Locomotive 1 H. Class.
 Booked by Ross and Campbell Town State Schools.
 Limited Accommodation available for "All Line Ticket" holders, but bookings must be made with Secretary, Co-Ordinating Committee.

No's. 337 and 344 trains.
 Car Stock 1 SP, 4 AAR, 3 BBL, 1 SP. Locomotives 1 H and 1 MA Class.
 Booked by Kings Meadows and Mowbray Heights Schools, Launceston.
 Limited Accommodation available for "All Line Ticket" holders, but bookings must be made with Secretary, Co-Ordinating Committee.

No's. 343 and 348 trains.
 Car Stock 1 SP, 4 AAR. Locomotive 1 H Class.
 Available for general bookings.
 Party bookings to be directed to the Secretary, Co-Ordinating Committee. Other bookings may be made Launceston Railway Station or Launceston Tourist Bureau.

No's. 340 and 341 trains.
 Car Stock 1 SSD, 1 SSS, 2 SS. Locomotive 1 M Class.
 Booked by Lilydale School.
 Limited Accommodation available for "All Line Ticket" holders, but bookings must be made with Secretary, Co-Ordinating Committee.

Note : Car Stock for this train will be placed in position at Lilydale by Normal goods train service.

1H, 1SP, 1SSS & 2SS add to 285 Launceston + 3AAL Western Jct.



SATURDAY, FEBRUARY 13, 1971

	TRAIN 360 A.M. P.M.		Deloraine	TRAIN 355 P.M.
Devonport	11.45			4.45
Latrobe	12.05			4.52
Railton	12.22		Lemana Junction	236 hld.
Kimberley	12.35		Dunorlan	5.03
Dunorlan	1.00		Kimberley	5.20
Lemana Junction	1.11		Railton	5.35
	1.16		Latrobe	5.52
Deloraine	1.25		Devonport	6.10

	TRAIN 347 A.M. P.M.	TRAIN 349 A.M. P.M.	TRAIN 351 P.M.	TRAIN 353 P.M.
Launceston	9.00	10.30	12.30	1.55
St. Leonards	—	—	—	2.05
Western Junction	9.27	10.57	12.57	2.12
Langford	9.41	11.07	1.10	2.28
		11.21		2.42
Bishopsbourne	9.55	11.35	226	2.56
		11.45	226	1.24
Hagley	10.09	11.59	1.38	3.10
Westbury	10.16	12.07	1.45	3.17
Exton	10.27	12.19	1.57	3.29
		12.28	2.05	3.37
Deloraine	10.35	1.00	2.05	3.37
		1.07		
Lemana Junction	—	1.25	360	—
		1.40		
Dunorlan	—	2.05		
Kimberley	—	2.25		
Railton	—			

	TRAIN 352 A.M. P.M.	TRAIN 354 P.M.	TRAIN 356 P.M.	TRAIN 358 P.M.
Railton	—	—	—	3.00
Kimberley	—	—	—	3.20
Dunorlan	—	—	—	3.35
Lemana Junction	—	—	—	4.05
				4.20
Deloraine	11.00	223	4.15	4.27
		3.15		5.15
		3.25		
Exton	11.08	353	4.23	5.23
		3.32		
Westbury	11.19	3.42	4.35	5.35
Hogley	11.26	3.49	4.42	5.42
	11.39			
Bishopsbourne	11.41	4.03	4.56	5.56
	11.55	4.17	5.10	6.10
Longford	12.08	4.31	5.24	5.24
Western Junction	—	—	—	—
St. Leonards	—	—	—	—
Launceston	12.29	4.53	5.45	6.45

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

No's. 347 and 352 trains.

Car Stock 1 SP, 4 AAR, 2 BBL.
Locomotives 2 M Class.

Bookings may be made at Launceston Railway Station or Launceston Tourist Bureau.

No's. 349 and 358 trains.

Car Stock 1 BB+, 1 Sub 1, 2 ABL, 1 BBA, 1 DB.
Locomotive CCS.23 and MA Class.

Bookings may be made at Launceston Railway Station or Launceston Tourist Bureau.

No's. 351 and 354 trains.

Car Stock 1 SSD, 4 SS, 1 BBL.
Locomotive 1 H Class.

Bookings may be made at Launceston Railway Station or Launceston Tourist Bureau.

No's. 353 and 356 trains.

Car Stock 1 SP, 4 AAR, 2 BBL.
Locomotive 2 M Class.

Bookings may be made at Launceston Railway Station or Launceston Tourist Bureau.

No's. 360 and 355 trains.

Car Stock 1 SP, 1 SSS, 2 SS, 3 AAL.
Locomotive 1 H Class.

Bookings may be made at Devonport, Latrobe and Railton Railway Stations.

Note: Bookings on the Saturday trains may also be made with Secretary, Co-Ordinating Committee.



SUNDAY, FEBRUARY 14, 1971

TRAIN 357		TRAIN 362	
A.M.		P.M.	
Launceston	9.30	Ross	3.30
Western Junction	—	Campbell Town	—
Clarendon	10.10 P.B. St. Marys	Conara Junction	4.00
Conara Junction	11.10 Special	Western Junction	4.10
Campbell Town	—	Launceston	4.52
Ross	P.M. 12.15		5.22

CONSIST OF TRAIN AND BOOKING ARRANGEMENTS.

Car Stock BB+, 1 Sub 1, 2 ABL, 1 BBA, 1 DB.

Locomotives CCS.23 and 1 M.A. class.

Train stops 1 hour at Clarendon on forward journey to permit passengers to inspect Clarendon House.

Reservations may be made at the Launceston Railway Station or Launceston Tourist Bureau.

Note: Lunch is available at the Scotch Thistle Inn at Ross, but passengers should make their own arrangements in respect to Bookings of meal.

RAILWAY EXHIBITION

An exhibition of Railway equipment both current and historic along with models of Locomotives and a working model Railway will be on display at the Tasmanian Railways Institute, Invermay Road, Launceston.

TIMES FOR PUBLIC VIEWING

Day	Date	Start	End
Sunday	February 7	12.30 p.m.	4.30 p.m.
Monday	February 8	10.00 a.m.	4.00 p.m.
Tuesday	February 9	10.00 a.m. to 6.00 p.m.	4.00 p.m. to 8.00 p.m.
Wednesday	February 10	10.00 a.m.	5.00 p.m.
Thursday	February 11	10.00 a.m.	4.00 p.m.
Friday	February 12	10.00 a.m. to 6.00 p.m.	4.00 p.m. to 8.00 p.m.
Saturday	February 13	9.00 a.m.	12.00 noon

**TASMAN LIMITED SERVICE: Hobart - Launceston - Wynyard
MONDAY TO SATURDAY INCLUSIVE**

Hobart - Launceston - Wynyard		Wynyard - Launceston - Hobart	
A.M.		A.M.	
Hobart	9.20	Wynyard	9.35
Derwent Park	9.32	Burnie	10.06
Granton	9.48	Penguin	10.35
Brighton	10.02	Ulverstone	10.56
Campania	10.26	Devonport	11.25
Colebrook	10.57	Latrobe	11.42
Parattah	11.35	Railton	11.58
	P.M.		P.M.
Ross	12.31	Dunorlan	12.27
Campbell Town	12.44	Deloraine	12.44
Conara Junction	12.58	Westbury	1.02
Western Junction	1.54	Longford	1.30
		Western Junction	1.55

Connecting service to and from Western Jcn. and Launceston;
To Western Jcn. DEPARTS LAUNCESTON 1.10.
From Western Jcn. ARRIVE LAUNCESTON 2.15.

P.M.		P.M.	
Longford	2.08	Conara Junction	2.35
Westbury	2.38	Campbell Town	2.48
Deloraine	2.57	Ross	3.01
Dunorlan	3.15	Parattah	3.59
Railton	3.43	Colebrook	4.36
Latrobe	3.58	Campania	5.06
Devonport	4.18	Brighton	5.29
Ulverstone	4.43	Granton	5.42
Penguin	5.05	Derwent Park	5.58
Burnie	5.36	Hobart	6.09
Wynyard	6.05		

**PASSENGER SERVICES — MAIN LINE
FRIDAYS AND SUNDAYS ONLY**

FRIDAYS		SUNDAYS		FRIDAYS		SUNDAYS	
P.M.		P.M.		P.M.		P.M.	
Launceston	6.00	3.00	Hobart	6.00	3.00		
Western Jcn.	6.27	3.26	Derwent Park	6.14	3.12		
Conara Jcn.	7.07	4.05	Claremont	6.24	3.21		
Campbell Town	7.20	4.19	Bridgewater Jcn.	6.36	3.34		
Ross	7.33	4.32	Brighton	6.47	3.45		
Tunbridge	7.49	4.47	Campania	7.11	4.10		
York Plains	8.12	5.13	Colebrook	7.44	4.41		
Parattah	8.29)	5.30	Parattah	8.22)	5.18)		
	8.39)	5.44		8.32)	5.33)		
Colebrook	9.14	6.21	York Plains	8.49	5.51		
Campania	9.42	6.49	Tunbridge	9.12	6.13		
Brighton	10.05	7.11	Ross	9.28	6.29		
Bridgewater Jcn.	10.15	7.21	Campbell Town	9.42	6.42		
Claremont	10.25	7.32	Conara Jcn.	9.55	6.56		
Derwent Park	10.36	7.39	Western Jcn.	10.35	7.35		
Hobart	10.45	7.50	Launceston	10.55	7.55		

Advices. To round out the scrapbook, there were 5 handwritten pages of my attempt to reproduce a TGR Guards' Running Statement. Phew!

It was during the late 1960s that Wayne Chynoweth and I encountered another enthusiast; Lou Rae, who had the same goal of writing the definitive history of these railways and tramways. [Lou got there first](#), while I was doing a post-doc in New York (1974-77). Wayne transferred his tramway interests to Victoria.

In 1970, my father and I again travelled to the West Coast, partly to hunt for the Tasmania Tiger. My father had seen the last live tiger in the Hobart Zoo and had a fair idea of where to look for a survivor—up the Wilson River from the EBR's [Pieman River bridge](#)—the area is now known as [The Tarkine](#). Our other aim was to track down more West Coast railway history. At "Queenie", the MLMR had engaged the services of a historian, a Mr Webb, who threw open the Company's records to me—although [Geoffrey Blainey](#) beat me to it by about 15 years! Webb also allowed me into the "tunnel yard" to photograph the incline tunnel for the new electric trams which transported ore from the West Lyell Open Cut to

the Flotation Works. These Works had replaced the [Smelting Works](#) in 1969 and are still (theoretically) operating. The concentrate was previously trucked to [Melba Flats](#) siding on the EBR (now owned by TasRail) and transported to Burnie. This movement ceased years ago.

By the 1990s, the forests above Queenstown were starting to grow back ... not everybody liked this. The Queen River had become an ugly 30km sludge heap. The MLMR railway to Strahan had, more or less, fallen to pieces by this stage, including the collapse of the Queen River bridge. The bridge was repaired in 2010.

The Centenary

In 1970, the railway network in Tasmania was approaching its Centenary and the TGR began planning for a week of celebrations and special trains, centered around "Centenary Day". Like many railfans, I went over for the event—arguably the best-organised centenary of any Australian system. ATA's founding President Jack McLean and his son Stephen also went.

It seems that a bog standard [roneo'd](#) Special Train Advice was never issued. None of the insiders from TGR and the ARHS Tasmanian Division ever knew of one. Instead, Boag's Brewery appeared to have funded the printing of a 24-page [Royal Octavo](#)-sized booklet. These were the days before the metrification of paper. The Train Advice seems to have been funded also by TAA because the STN had ads for both Boag's and TAA.

Boag's, it might be noted, produced a special beer for the occasion—[Boag's Railway Centenary Ale](#). This was, by a wide margin, the worst beer ever to be produced south of the North Pole.

As you will have noticed, the booklet contained much other matter, such as

- A fares table;
- The Official Program of Activities for Wednesday 10th February;
- A Plan of the "Launceston Rail Centre" (they didn't call it a "Station");
- The Boag's advertisement;
- The TAA advertisement and;
- A painting "The Night Mail".

One had to pony up 20 cents to acquire one of these STNs. It must have been a "first ever" - having to

L A U N C E S T O N - D E L O R A I N E - W E S T E R N - R A I L W A Y - C E N T E N A R Y - C E L E B R A T I O N S

1871

It is so long since Tasmania has seen so many steam trains - a festival of steam that may never be seen again, 8 days of steam, 8 different engines including 4 different classes and a variety of rolling stock specially restored for the occasion. Lookit this exciting programme.

1971

Sunday 7th February

	a.m.	p.m.
Launceston dep	10.00	1.10
Deloraine arr	11.32	2.50
Launceston dep		
Deloraine dep	3.30	5.30
Launceston arr	5.00	7.00

Monday 8th February

	p.m.	p.m.
Launceston dep	1.56	3.30
Deloraine arr	3.36	5.07
Devonport dep	3.51	5.22
Ulverston arr	5.14	6.45
Ulverston dep		
Devonport dep	8.15	8.42
Deloraine arr	10.14	12.07
Launceston dep	10.30	12.22
Launceston arr	11.54	1.55

Tuesday 9th February

	a.m.	a.m.	p.m.
Devonport dep	8.40	10.35	8.00
Launceston arr	11.54	1.55	12.40
Launceston dep			
Devonport arr	1.55	3.30	6.45

Wednesday 10th February

	a.m.	a.m.	p.m.
Devonport dep	8.40	10.35	8.00
Launceston arr	11.54	1.55	12.40
Launceston dep			
Devonport arr	1.55	3.30	6.45

Thursday 11th February

	a.m.	a.m.	a.m.	p.m.	p.m.
Scottsdale dep			9.30		4.30
Launceston arr			12 noon		7.30
Launceston dep	8.45	10.20		1.55	
Deloraine arr	10.16	12 noon		3.38	
Deloraine dep					
Launceston arr	11.35	1.05	1.10	4.10	
Launceston dep	5.00	1.30	2.50	5.38	
Scottsdale arr	7.57	3.54			

Friday 12th February

	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
Launceston dep	4.00	6.20	8.45	11.50	1.55	2.20
Western Jcn dep			9.10	12.15	2.26	2.45
Deloraine dep			10.18		3.34	
Conara Jcn arr	5.20	7.30				
dep	5.45	7.45	1.00	3.35		
Ross dep			1.30			
St. Marys arr	8.00	8.25		5.30		
St. Marys dep			9.00		6.00	
Ross arr	8.45		1.45			
Conara Jcn arr			2.25			
dep	9.15	11.10	3.30	8.20		
Deloraine dep			11.35	4.10		
Western Jcn dep	9.55	11.50	4.10	9.00		
Launceston arr	10.15	12.15	1.05	4.35	5.37	9.30

Saturday 13th February

	a.m.	a.m.	p.m.	p.m.
Launceston dep	9.00	10.30	12.30	1.55
Deloraine arr	10.30	12.03	2.05	3.33
Launceston dep				4.45
Railton dep				6.10
Devonport arr				
Devonport dep				
Railton dep				
Deloraine arr				
Launceston dep	11.00	1.16	4.10	5.15
Launceston arr	12.30	5.38	6.45	7.30

Sunday 14th February

Two special steam trains are planned both from Launceston, one to Ross and one a guaranteed special train to St. Marys for the Australian Railway Historical Society. Final details are yet to be confirmed but both trains will connect at Western Jcn (Launceston) with TAA Jetliners to Melbourne.

FOR RAILFANS - a special run of the Vintage Train will be provided between Deloraine and Railton exclusively for train enthusiasts including special photostops and crosses with the Devonport-Deloraine special and the Tasman Limited. Departure from Deloraine will be at about 12.20 p.m. - actual schedule to be advised later.

PLUS a special steam passenger from Western Jcn in the late evening to connect with the special TAA T-Jet flight from Melbourne.

SPECIAL PHOTOSTOPS - RECORDING FACILITIES
For the steam train enthusiast ample opportunities will be available to get photographs and splendid tape recordings.

For further details of this wonderful occasion, contact your nearest TAA Holiday Travel Adviser now :-

Melbourne	250 Collins Street) 50 Franklin Street) 90 Collins Street) 321 Swanston Street) St. James Plaza, 121 William Street)	34 0333
Adelaide	144 North Terrace	51 0101
Sydney	16 Elizabeth Street	2 0326
Brisbane	Cnr. Adelaide & Creek Sts	31 0311
Perth	32 St. Georges Terrace	23 8413
Canberra	Alinga Street, Civic Centre	48 8433

pay money to acquire an STN in advance. These booklets now have a starting market price of [about \\$7.50AUD](#) in auctions.

I think my "travelogue" was as follows:

Friday 5th February

Fly Melbourne-Devonport and stay with rellies ("Uncle Chic") at East Devonport. The house had a good view of railway goings-on across the river.

Saturday 6th February

I was picked up by Tony Ryan ([Editor of Tasmanian Rail News](#)) who was ferrying Jack and Stephen in from the airport. We spent the next few hours looking at "Sidings and Stations" at Spreyton, Appledore, Riverside and Devonport.

Sunday 7th February

We were all driven to Launceston. On the way, we saw Special Train #301

with MA4 at Westbury (our page 7, upper right). We arrived at Western Junction in time to watch the triple header (Train No. 303, our page 7, upper right) as it came up the hill. See also photos on our pages 6 and 19. Somehow, via means unknown (perhaps train, perhaps car), I got back to Devonport that night, where I stayed at East Devonport again.

Monday 8th February

This was a sweltering day. I joined Jack and Stephen on the south-bound Tasman Limited at Devonport and travelled right through to Hobart to arrive exhausted. We stayed with Tony Coen, a TGR driver and "steam nut".

Tuesday 9th February

This was "[Regatta Day](#)" in Hobart and it poured rain for most of the day. We travelled the suburban system on Special and Regular trains, to various locations such as Cadbury's, Electrolytic Zinc (EZ) and New Norfolk, before returning to Hobart.

Stephen and I travelled from Hobart to Launceston via # 92 Fast Goods, which was towing a host of TGR Suburban cars needed in Launceston for Centenary Day. We travelled in one of those. It beat travelling in the Guard's Van—my usual conveyance on No. 92.

Wednesday 10th February (Centenary Day)

Our "goods" train arrived in Launceston on time (I think) at 06:20, which was just after sun up. Jack was already there, having come up on the evening Parattah motor which had been extended to Launceston for the Big Day. What I actually did on this day is unclear to me, but I think I caught a taxi to somewhere near Western Jct and photographed the Official Train No. 399, while the taxi driver waited ... and took his own photos! The taxi then delivered me to Western Jct, where I caught the following train No. 321 to Deloraine and watched

L D W R C C

Launceston - Deloraine - Western - Railway - Centenary - Celebrations

Date	Train#	From	To	Dep	Arr	Notes
Mon-8-Feb-1971	226/57	Devonport	Hobart	11:25	18:10	Tasman Limited
Tue-9-Feb-1971	46	Hobart	Hilton Rd	10:30	10:58	Austin's Ferry train terminated short due to no pass
Tue-9-Feb-1971	33	Hilton Rd	Claremont	11:03	11:13	
Tue-9-Feb-1971	48	Claremont	Cadburys	11:27	11:30	
Tue-9-Feb-1971	39AMD	Cadburys	Glenorchy	11:49	12:03	
Tue-9-Feb-1971	37	Glenorchy	Derwent Park Jct.	12:47	12:50	
Tue-9-Feb-1971	SPL	Derwent Park Jct.	Hobart	13:04	13:22	
Tue-9-Feb-1971	60	Hobart	Risdon	15:10	15:32	
Tue-9-Feb-1971	5	Risdon	Hobart	15:55	16:13	
Tue-9-Feb-1971	68	Hobart	Bridgewater	16:30	17:20	
Tue-9-Feb-1971	78AMD	Bridgewater	New Norfolk	18:13	18:40	
Tue-9-Feb-1971	ETY DP's	New Norfolk	Hobart	18:45	19:57	
Tue-9-Feb-1971	92	Hobart	Launceston	20:13	6:20	Goods with Suburban cars attached
Wed-10-Feb-1971	321	Western Jct	Deloraine	14:33	15:50	
Wed-10-Feb-1971	326	Deloraine	Launceston	16:15	17:45	
Thu-11-Feb-1971	329	Launceston	Scottsdale	5:57	9:47	Departed 57 mins late, delayed at Mowbray awaiting assisting engine
Thu-11-Feb-1971	334	Scottsdale	Launceston	10:19	12:39	
Fri-12-Feb-1971	333	Launceston	St Mary's	4:00	8:05	
Fri-12-Feb-1971	342	St Mary's	Launceston	09:02	12:13	
Fri-12-Feb-1971	343	Launceston	Deloraine	13:55	15:51	
Fri-12-Feb-1971	348	Deloraine	Western Jct	16:17	17:58	
Fri-12-Feb-1971	87	Western Jct	Hobart	18:08	23:06	Evening Service
Sat-13-Feb-1971	40	Hobart	Deloraine	09:21	14:57	Tasman Ltd ("Table Cape")
Sat-13-Feb-1971	355	Deloraine	Devonport	16:45	18:10	
Wed-17-Feb-1971	EBR#3	Burnie	Rosebery	07:00	11:00	Mixed

proceedings. I returned to Launceston on train No. 426. We stayed that night at the notorious [Launceston Coffee Palace](#) for \$2 a night—with facilities to match...but NO Coffee!

Thursday 11th February

We were up and out of the Coffee Palace before dawn and caught the 5AM Special to Scottsdale (Train No.329). On the outward journey, the

two engines were turned to tender-first on the wye at Nabowlah. Our Special (Train #336) returned to Launceston as soon as the return school train (#331) had arrived and we were back at Launceston and its Coffee Palace by 19:40.

Friday 12th February

This was mostly a repeat of Thursday, except that it started an hour earlier

(4AM!) and went to Fingal. The engines were turned on the Cullenswood Triangle.

Jack McLean's detailed log of his experience of Centenary Week will appear in the August 2024 issue of The Times.

Comment on this article – [Letter to the Editor](#)

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It is so long since Tasmania has seen so many steam trains - a festival of steam that may never be seen again, 8 days of steam, 8 different engines including 4 different classes and a variety of rolling stock specially restored for the occasion. Lookit this exciting programme.



Melbourne's Tramways in 1974 – A book by David R Keenan

HILAIRE FRASER *provides some reflections*

THIS BOOK WAS PUBLISHED in 1974 by Transit Press “to describe the present-day operations of the well-maintained network operated by the Melbourne and Metropolitan Tramways Board which carried over 104 million passengers in the 1972/1973 financial year”.

This article will describe some aspects of the operation of the Melbourne Tram System in 1974. The reader will be left to do their own, more detailed, contrast and comparison to the present operations.—hopefully with Letters to the Editor.

In addition to 1974 being fifty years in the past, it marks a time before the modern Z, A, B, C, D and E class trams entered service. The operating fleet in 1974 comprised L, VR, W2, SW2, W5, SW5, SW6, W6 and W7 classes. The L class were designed by the Prahran and Malvern Tramways Trust and completed for the MMTB. Many features of the L class were incorporated in the W classes. The two VR class trams were purchased from Victorian Railways in 1959 following the closure of the VR St Kilda to Brighton board gauge tramway. The MMTB converted these cars to standard gauge, and they were altered to incorporate many standard W class features. The W2 class evolved into the wider body W5, SW5, SW6, W6 and W7 classes. From 1939, power-operated sliding doors were introduced. Six trams were converted to SW2 class, the last ten W5 trams were built as SW5 trams with two W5 to SW5 conversions. Next came the 120 SW6 cars. The 30 W6 and 40 W7 trams had sliding doors as standard

and variations to seating and equipment.

Tram operations in 1974 are summarised below. They are listed under the north-south or east-west directions of the streets they served on the city grid. The city and network maps from the book appear on our pages 15 and 16.

NORTH-SOUTH ROUTES

Swanson Street Routes

- 1 East Preston-South Melbourne Beach
- 3 City-East Malvern
- 5 City-Malvern
- 6 City-Glen Iris
- 8 City-Toorak
- 15 Moreland-St Kilda Beach
- 64 City-East Brighton
- 67 City-Carnegie
- 72 City-Camberwell

In his book, Keenan said “*Swanston St. could rightly be called the ‘tramway street’ of Melbourne*” A typical Swanston St. scene was featured on the cover of the book, and appears on our rear cover. The city terminus was at Franklin St. Trams could use a crossover there or one of the two around the corner in Victoria St.

Keenan also said “*Twelve-minute services provided on each route during daylight shopping hours on weekdays ensure that there was an average of one tram every 80 seconds in each direction*”.

Night and Sunday services to Malvern operated as a shuttle to the East Brighton service between Orrong Rd and Malvern. Trams showed “Malvern-Burke Rd 5/East Brighton 64” signs and route 64 leaving Swanston St. Night, Saturday afternoon and Sunday services in the Moreland route were operated by a single car shuttle between East Brunswick and Moreland and connected with East Coburg trams, which

displayed “East Coburg-Moreland” signs. At these times, route 16 operated between the City and St Kilda Beach.

Elizabeth Street Routes

- 19 City-North Coburg
- 57 City-West Maribyrnong
- 59 City-Essendon Airport

Route 19: During the weekday off-peak, route 19 operated every eight minutes, supplemented by route 20 City-Coburg, operating at the same frequency. Together, they provided a four-minute frequency between the city and Coburg.

Route 57 operated every twelve minutes, supplemented by route 50 City-North Melbourne, operating on the same frequency. Together, they provided a six-minute frequency between the city and North Melbourne.

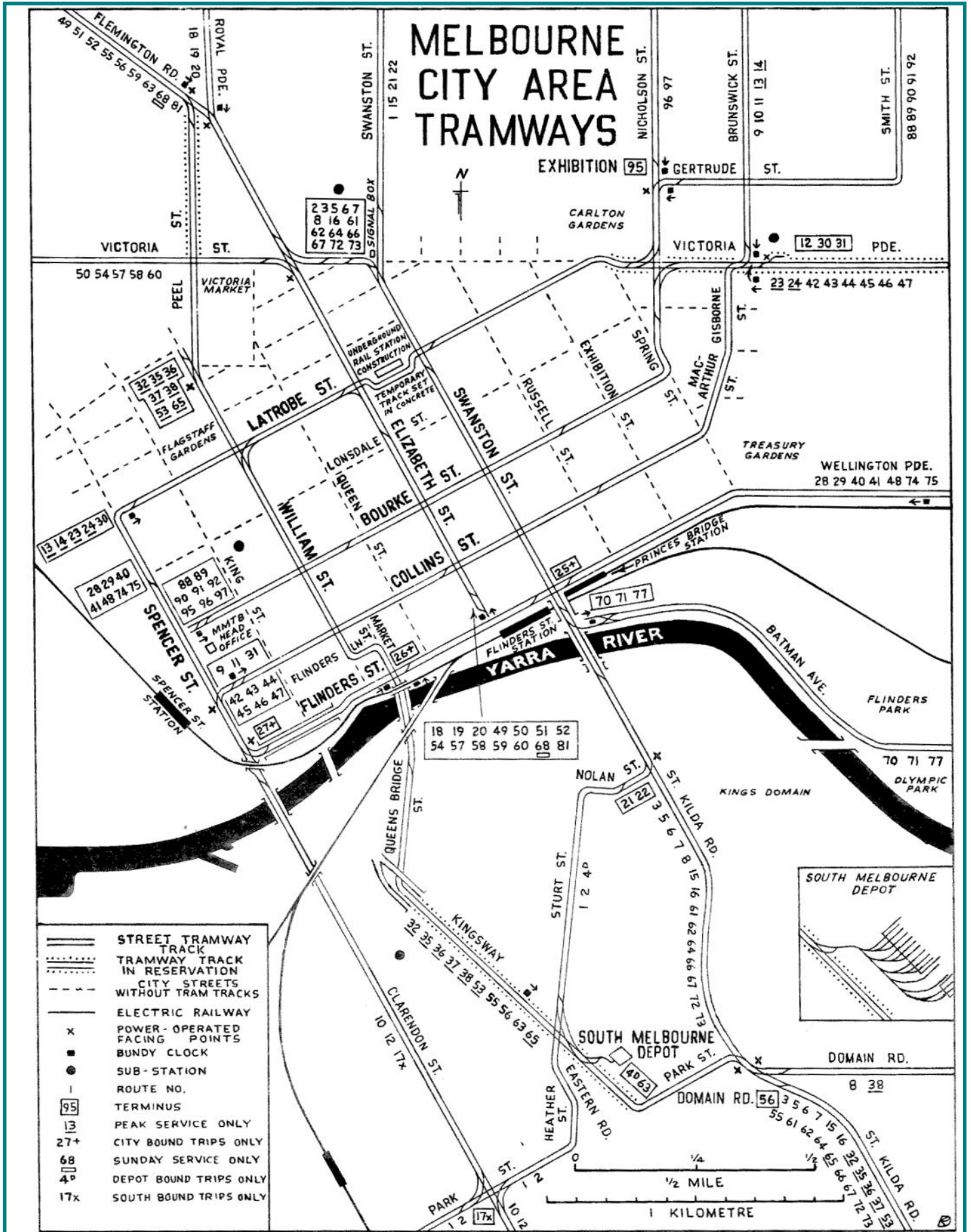
Route 59 operated every twelve minutes, supplemented by route 52 City-Essendon/Bulla Rd which operated at the same frequency. Together, they provided a six-minute frequency between the city and Essendon.

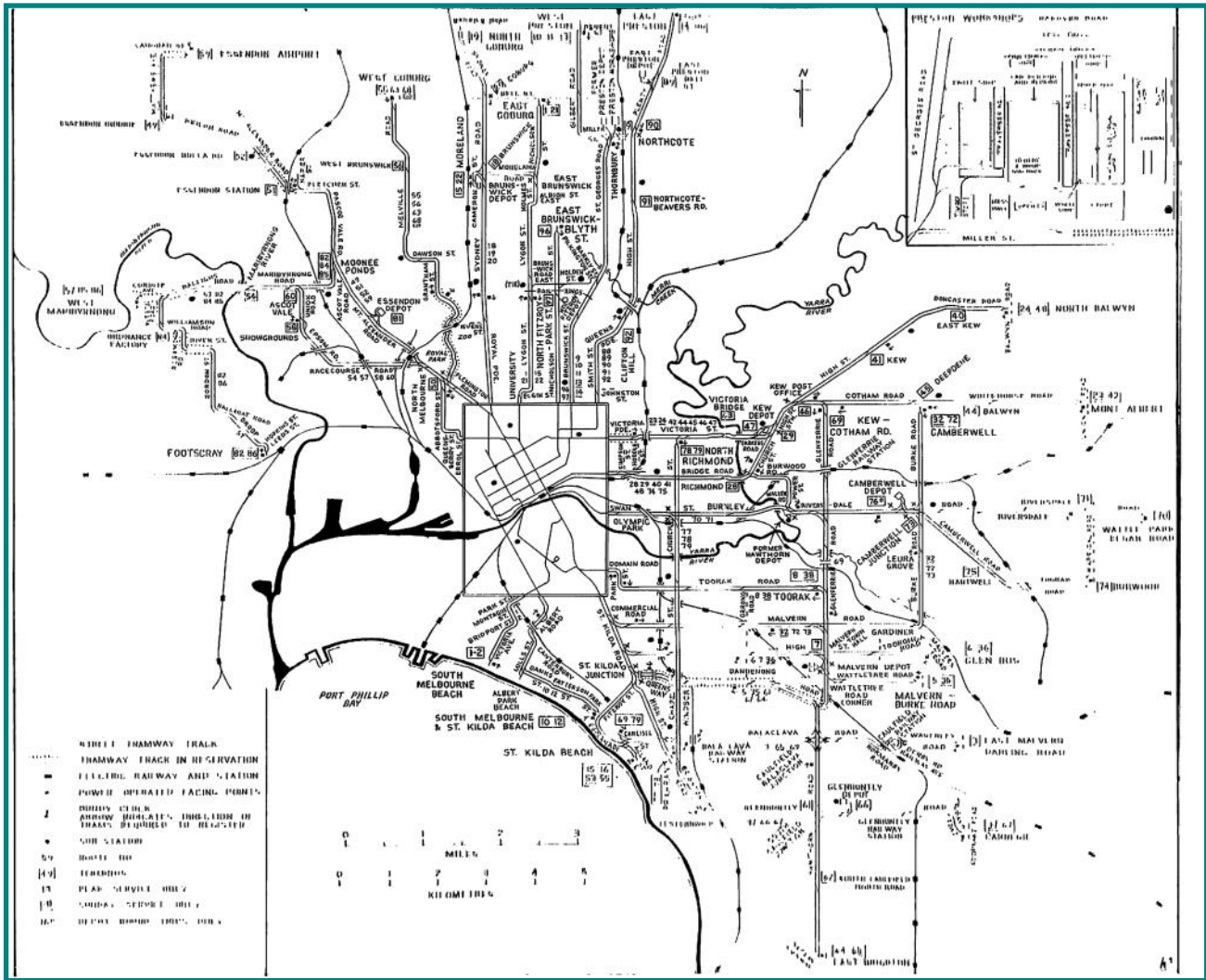
William Street Routes

55/56 West Coburg-Domain Rd. During the weekday off-peak route 55 to West Coburg and 56 to Domain Rd each had a twelve-minute frequency. On Sundays the West Coburg route operated as route 68 City-West Coburg, via Elizabeth St to bring the service closer to the central city area.

Some south-eastern routes had supplementary peak-hour services which operated via William St in lieu of Swanston St to serve the western CBD:

- 32 City-Camberwell
- 35 City-Malvern
- 36 City-Glen Iris
- 37 City-Carnegie
- 38 City-Toorak
- 53 City-St Kilda Beach (route 55)





- from West Coburg)
- 65 City-East Brighton via Balaclava Rd (route 3)

EAST-WEST ROUTES

Flinders Street Routes

- 48 City-North Balwyn
- 74 City-Burwood

During the weekday off-peak, routes 48 and 74 had twelve-minute frequencies, supplemented by route 28 City-Richmond operating at the same frequency. Together, these provided a four-minute frequency between the City and Richmond.

On Sunday mornings and Sunday evenings, route 48 operated as a shuttle to the Burwood service between Richmond and North Balwyn. Trams showed “Burwood-North Balwyn” signs.

Collins Street Routes

- 9 City-Northcote via St Georges Rd
- 11 City-West Preston
- 12 City (Brunswick St)-St Kilda Beach via South Melbourne
- 42 City-Mont Albert

During the weekday off-peak, routes 9, 11 and 12 operated every twelve minutes, and route 42 also operated every twelve minutes, supplemented by route 45 City-Deepdene, operating at the same frequency. Together, they provided six minute frequency between the city and Deepdene.

With the addition of a twelve-minute frequency on route 31 Collins St shuttle, between Spencer St and Brunswick St, Collins St had a two-minute frequency in each direction.

At nights and weekends, routes 11 and 12 were combined as route 10 St Kilda Beach-West Preston. Also, at night, Saturday afternoon and Sundays, route 9 operated as a single car shuttle to the West Preston service between Thornbury and Northcote. Trams showed “West Preston-Northcote” signs.

Bourke St Routes

- 88 City-East Preston
- 96 City-East Brunswick

During the weekday off-peak, route 88 operated every six minutes, and route 96 operated every twelve minutes, supplemented by route 97 City-North Fitzroy operating at the same frequency. Thus there was a six-minute frequency between the city and North Fitzroy, With the addition of a six-minute

frequency on route 95 Bourke St shuttle between Spencer St and Exhibition, Bourke St had a two-minute frequency in each direction.

Latrobe Street Services

- 30 Latrobe St Shuttle (Spencer St-Brunswick St) had a 12-minute frequency Monday to Friday off-peak.

Some northern and eastern routes had supplementary peak-hour services which operated via Latrobe St *in lieu* of their usual route via Bourke, Collins or Flinders Streets, to serve the northern CBD.

- 13 City-West Preston
- 14 City-East Preston via St Georges Rd
- 23 City-Mont Albert
- 24 City-North Balwyn via Victoria St

Batman Avenue Routes

- 70 City-Wattle Park
- 77 City-Prahran

These routes operated a 12-minute weekday off-peak frequency. They left from Batman Ave, which was situated between Princes Bridge Station and the Yarra River, just out of the main city grid. Batman Ave has now been relocated further north due to the Federation Square Development and Princes Bridge Station has become one with Flinders Street Station.

Cross-Country Routes

- 69 St Kilda Beach-Kew
- 79 St Kilda Beach-North Richmond
- 82 Moonee Ponds-Footscray

During the weekday off-peak, routes 69 and 79 operated every twelve minutes, and route 82 operated every fifteen minutes. Weekday peak-hour services and early Saturday services on route 79 operated as a shortened route 78 between Prahran and North Richmond.

Additional Short Working Services

As you can see from the network

map, many services had various short workings. These usually operated only at peak-periods. For instance:

- Route 88 East Preston had short trips 89 East Preston-Bell St;
- Route 90 Northcote-Dundas St;
- Route 91 Northcote-Beavers Rd and;
- Route 92 Clifton Hill.

Weekend Tram Replacement Bus Services

On Sundays, route 3 East Malvern was combined with route 77 Prahran to operate as a bus service (later designated route 377), from Batman Av, via Swan St, Chapel St, and Balaclava Rd to East Malvern. On Saturday afternoons and nights, route 82 was replaced by an extension of bus route 223 Williamstown Rd-Footscray Rd-Ballarat Rd from Ballarat Rd to Moonee Ponds. Also, on Sundays, route 57 was combined with route 82 between Ascot Vale and Footscray and bus route 223 Ballarat Rd-Footscray-Williamstown Rd to operate as a bus service (later designated route 357), from Elizabeth St to West Maribyrnong, continuing to Footscray and Williamstown Rd. On Sundays, Ascot Vale to Moonee Ponds was served by a route 223 shuttle bus service.

After 1974, major changes were made to the network. The Burwood line was extended to East Burwood and Vermont South, the East Preston line to Latrobe University and Bundoora, the Mont Albert line to Box Hill and the Essendon Airport Line to Airport West. The railway lines to St Kilda and Port Melbourne had been converted to light rail operation and thus have become part of the tram system. A City Circle Free Tourist Tram had been introduced. Trams now served the Docklands to the west of Melbourne CBD.

Melbourne Tramways in 1985?

David Kennan updated *Melbourne's Tramways in 1974* with *Melbourne Tramways*, published in 1985. By 1985, route 74 Burwood had been extended to East Burwood as route 75. Also, route 88 East Preston had been extended to Latrobe University as route 87. The eight-minute weekday off-peak service to Coburg on route 20 had been extended to North Coburg as route 19. This gave route 19 a four-minute off-peak frequency.

By 1985, new Z-class trams were operating on routes 19 North Coburg, 57 West Maribyrnong, 59 Airport West (formerly Essendon Airport), 70 Wattle Park, 75 East Burwood, 82 Moonee Ponds-Footscray, 87 Latrobe University and 96 East Brunswick. New A-class trams served route 42 Mont Albert.

The two covers of "*Melbourne's Tramway...*" are shown on our rear cover page. They provide a stark contrast: the 1970s scene of W-class trams in Swanston St, as against the Z-class trams in Bourke St. The colour cover of the newer book also enhances the modernity of the newer trams.

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Shoalhaven Bus Network Part 2

PAUL BROWN & HILAIRE FRASER *comment with letters to the Editor*

A FORMER EDITOR OF THIS journal, Graham Duffin, was wont to wax effusively on the value of "Letters to the Editor".

Letter 1 – from Paul Brown

Further to Hilaire's wonderful article on the Shoalhaven transport in the May issue of The Times, I took advantage of the Perrottet government's [free train travel week](#) of November 2022 [<https://www.transport.nsw.gov.au/news-and-events/media-releases/free-travel-on-nsw-opal-train-network-from-monday-to-friday>] and undertook a day of travelling to Moss Vale by train and regional bus trips on the first day, Monday 21st November 2022. This also included a trip on the 810 service from Moss Vale to

Nowra.

A bus pulled up at the Leighton Gardens stop around 3:35pm that had no destination signage (platypus School Bus). I asked the driver if it was the Nowra Service and he said that his bus service connects with the bus service going to Nowra at Moss Vale High School. Nowhere is this mentioned in Timetables, in addition the route shown on apps and printed materials is not correct as my journey to Moss Vale High School was Via Valetta St & Narellan, Burcham Rds. and the bus travelled via the full length of Sheepwash Rd then the Moss Vale Rd and Princes Hwy. down to Nowra where sometimes the bus was early. At certain times, the bus driver would call out his location on a UHF radio installed in the bus when going

around the bends.

Like all Buslines Group Buses, School Buses are associated with an animal, the Moss Vale - Nowra service is the pigeon bus!

Response from Hilaire Fraser

Many thanks to Paul Brown for his Letter to the Editor concerning Berrima Buslines Route 810, detailed in my article on "The Shoalhaven Bus Network", published in the May edition of "The Times". Feedback is always welcome. Paul's response, which complements the article, has shown how the actual running of a service can vary from the information published in print or online. Perhaps other readers may be able to share similar experiences.

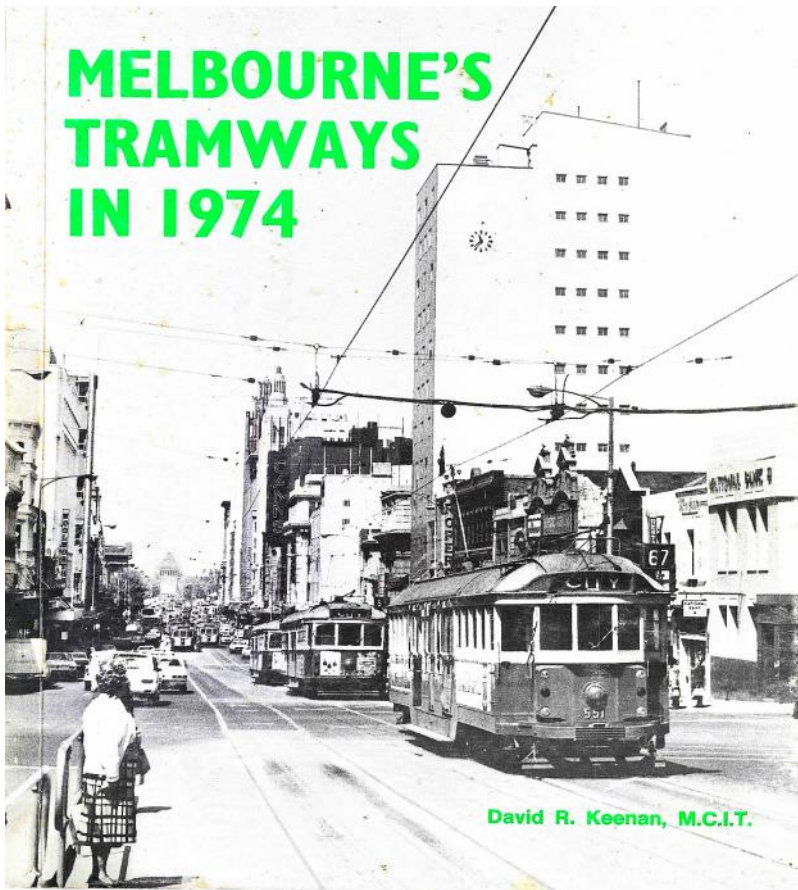
Best wishes, Hilaire.







MELBOURNE'S TRAMWAYS IN 1974



David R. Keenan, M.C.I.T.



MELBOURNE TRAMWAYS