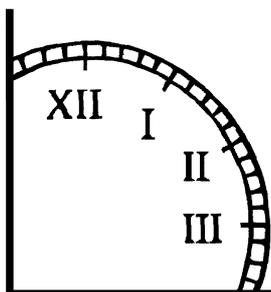


The Times



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Tasmania, A to Q

MAIN LINE.—HOBART—BRIGHTON JUNCTION. A SECTION.—UP TRAINS.

MILEAGE	From Station	Between Stations	WEEK DAYS																												
			1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53		
Miles	Chains	Miles	Zinc	Goods	Mon. excptd	Wed. only	Mixed	Mon. excptd	Passenger	Zinc	Passenger	Passenger	D. Valley Motor	Goods	Shur. exc.																
115	54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
119	48	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
120	58	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
129	01	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
138	25	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124	73	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124	22	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124	00	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
125	09	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
126	52	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
126	05	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
126	70	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
127	37	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
128	37	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
129	10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
130	50	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
130	50	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
130	50	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
138	01	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
138	01	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

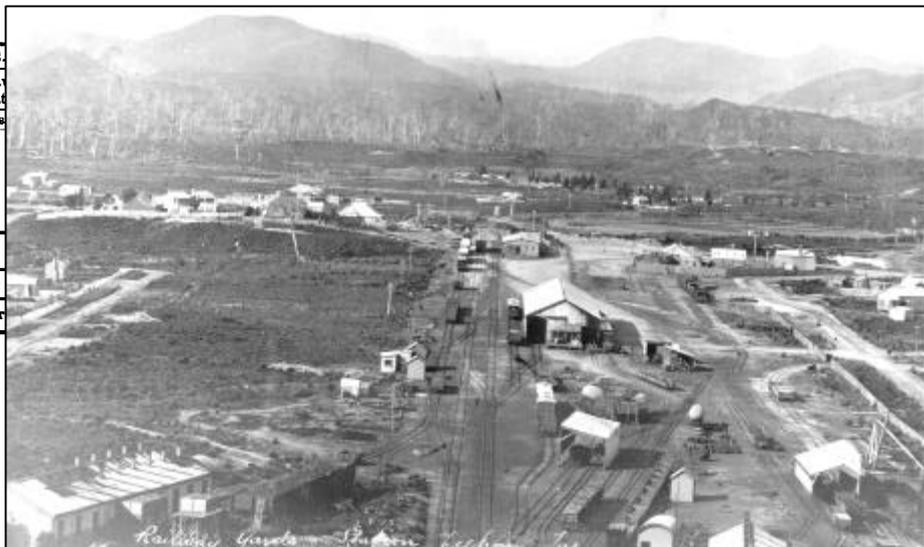


Hobart suburban section, near Chigwell. B A Sheppard photo, courtesy Tasmanian Rail News

COMSTOCK LINE. Q SECTION.

MILEAGE.				STATIONS.	MILEAGE.		
From Zeehan	Between Stations	From Terminus	Between Stations		From Terminus	From Terminus	From Terminus
Mil's.	Ch's.	Mil's.	Ch's.		Mil's	Ch's.	Mil's
...	...	...	...	ZEEHAN (CW) Depart	...	...	...
2	22	2	22	SUMMIT ...	...	34	...
3	42	1	20	COL NORTH ...	1	74	1
3	39	1	17	SUSANITE ...	2	14	1
3	62	...	23	COMSTOCK ROAD ...	...	...	...
4	16	...	34	TERMINUS ... Arrive	4	16	2

Trains run on Comstock Line as required for



Zeehan Station and railway yards. Winters Studio photo

The Times

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Disclaimer	Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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Why I collect timetables

With a name like DUNCAN MACAUSLAN, you'd have to be interested in Scottish timetables, wouldn't you?

From the beginning

Readers of The Times will remember that back in August 1995 I wrote an article titled 'My Grandparent's Shop' in which I described the wonders of having Grandparents with a newsagents shop which stocked Scottish Bus Group timetable books. This luxury was only part of the beginning of timetable collecting – the rest happened in Edinburgh.

There changes to Edinburgh Corporation Transport's services were announced on cardboard signs entitled

'News About City Transport'. These were placed in the holders on the buses lower deck bulkheads usually reserved for advertisements and usually advised that further details including time and fare sheets were available from the head office at 14 Queen Street. This was a large converted terraced house in the new town which was occupied from May 1957 until a few years ago.

I'm not sure why I was attracted to this office but one visit when I was around ten and I was hooked. On the wall was a rack and in the rack was a time and fare sheet for every

ECT! Unfortunately there was also a commissionaire whose name was, I think, Alec, and whose task it was to safeguard those sheets from young schoolboys. By the time we left Scotland in April 1964 I had amassed a complete collection of these sheets, a couple of maps in addition to the acquisitions from the aforementioned shop.

To call the ECT time and fare sheets timetables was a bit of a liberty. All they contained was the route, first and last bus times, peak and off peak frequencies, current fares, and a list of fare stages (sections in Australia). No maps, no timetable. That is until sometime in 1963 when a one was issued for a change to routes 39 and 41 which for the first time gave a full timetable. With frequencies still as low as 5 minutes in the peak and 10 off-peak perhaps the need hadn't arisen.

Bus Service No. 13

ROUTE—Ravelston Dykes, West End, Frederick Street, Great King Street, East London Street, Albert Street, Easter Road, St Clair Street, Lochend, Restalrig Road, Bernard Street.

WEEKDAYS

Leaves	First a.m.	Last p.m.
Ravelston Dykes to Fred'k St.	7.59	11.45
Bernard St. to Frederick St.	7.10	11.10
Fred'k St. to Ravelston Dykes	7.33	11.30
Frederick St. to Bernard St.	7.42	11.2

SUNDAYS

Leaves	First a.m.	Last p.m.
Ravelston Dykes to Fred'k St.	10.30	11.10
Bernard St. to Frederick St.	10.30	10.30
Fred'k St. to Ravelston Dykes	10.13	10.53
Frederick St. to Bernard St.	10.42	10.22

FREQUENCY

Basic, 20 mins. Morning and Afternoon, 20 mins. Sundays, 20/40 mins.

Stage No.	Stage No.
1 ♦ Ravelston Dykes	
2 ♦ Garscube Terrace	2
3 ♦ Ravelston Terrace	3
4 ♦ Eglinton Crescent	4
5 ♦ Shandwick Place	5
6 ♦ Frederick Street (South End)	6
7 ♦ Howe Street	7
8 ♦ Broughton Street	8
9 ♦ McDonald Road	9
10 ♦ Dalmeny Street	10
11 ♦ Sleigh Drive	11
12 ♦ Restalrig Circus	12
13 ♦ Hermitage Place	13
♦ Bernard Street	14

Once in Australia we first resided in Elsternwick, Melbourne, where transport seemed to be in a time-warp with trams and half-cab single deck buses – both of which had disappeared in Edinburgh. The collecting bug was still there and soon I'd been to 616 Little Collins Street and collected a set of tram timetables. These were typed foolscap sheets reproduced on a Gestetener, I think, and only showed departure times from the city and outer termini.

We soon moved to Geelong, then a public transport wasteland with a few private bus operators who did issue timetables if you could be bothered to visit their depots and had the courage to ask for them. I did and was probably the only person in the whole boring town with a complete set.

Disaster struck in the form of an outburst of sanity when I was about 18



when I disposed of the complete collection as an adolescent aberration. Out went all the timetables and maps from Scotland, Melbourne and Geelong – never to be replaced! But once hooked like a drug addict my habit returned and I found myself beginning the collection again in my early twenties. Letters to Scotland under the pretext of academic research produced complete sets of timetables for Edinburgh, Glasgow and other parts of Scotland. Visits to tram and bus depots added to the pile.

My first trip to Sydney in 1972 added the first of a now enormous collection of DGT, PTC, UTA and STA bus and ferry timetables and several trips to the UK have amassed much more. I've even begun to use timetable traders in the UK to try and replace the lost treasures and whilst many have been purchased I've still never seen one of the ECT time and fare sheets but hope is eternal – the search is still on.

An occupational transfer to Sydney in 1983 changed the focus to Sydney and Scottish timetables and samples from anywhere else. But it also added a dimension I had never expected. I'd always thought that timetable collection was a lonely hobby as no-one else I knew pursued it. Momentous day then when Graham Duffin called the inaugural Sydney meeting of the AATTC – at last some people to share the joys with!

Since then the now legitimised collecting has continued with the tolerance of my wife and daughter and even assistance from friends and relatives.

However I feel I've still not answered why I started collecting timetables. I don't really know, but I do know why I continue. The thrill of finding an old issue, of answering some minor historical question, of being first with a new issue, of finding a fault, of being impressed with innovation, of completing a set. Never again will the collection be destroyed!

Restraint and organisation

The first part of this tale described why I collect timetables, or more correctly why I continue to do so. But a

collection is more than just an amassing of an enormous number of items – it requires focus and organisation.

For a while I did collect every timetable my hands could be laid on and soon it became apparent that my house was too small and my wife's tolerance stretched too far. So focus was needed and so the collection was culled with the help of AATTC grab boxes.

The collection now consists of three main components: Scottish timetables of any kind; Sydney Government tram, bus and ferry timetables of all ages; and samples of timetables from elsewhere.

The Scottish collection is the smallest as it is only added to sporadically during visits there or by expensive purchases from UK timetable dealers. It consists mainly of Edinburgh and Glasgow bus timetables, supplemented by train ferry and some country timetables. Complementing this is a comprehensive collection of books and other Scottish transport ephemera.

The Sydney collection is enormous consisting of some 2500 bus, tram and ferry timetables with smaller samples collections of railway, Newcastle and private operators. The main collection is a joint project with the HCVA as part of their archives. As far as possible every Sydney bus government timetable is obtained (with the help of the STA) along with a fair amount of other ephemera such as maps and advertising

material. Photocopies are kept of newspaper items as the original decays too quickly.

The third component is the hardest to manage requiring some discipline to ensure that only one sample of each style within an operator is kept. In this category fall interstate operators, some London Transport items and a smattering of English, Welsh, Irish and other overseas operators. Examples of historically significant or unusual timetables are also kept. The gems in this collection are a World War 1 London Underground map and an 1913 London bus map.

Having focused the collection the second requirement is to record it. This is done using the only possible tool - a computer. Using a database package Q&A, now unfortunately unavailable commercially, every item is registered. For each timetable I record the area, routes, date issued, previous date, operator, style, number of pages and any relevant notes. All timetables are given a code, eg SS401. The 'SS' indicates the operator as 'Sydney State' and the number is the prime route of the set. Fictitious numbers are allocated when necessary so that all the timetables of a group within an operator can be identified.

I also use the same software package to catalogue all my books, including a field for recording if I've lent them to anyone.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.	
FROM HAWTHORN	FROM CITY
WEEKDAYS	WEEKDAYS
AM. 6. 23, 31, 42, 54	AM. 6. 53
7. 2, 11, 20, 27, 36, 46, 56, 59	7. 1, 11, 22, 31, 40, 49, 56
8. 6, 13, 20, 28, 34, 42, 54	8. 5, 12, 15, 22, 25, 32, 34, 42, 47†, 49, 57, 58
9. 3, 9, 17, 25, 33, 41, 49, 57	9. 3, 6, 11, 15, 23, 25, 32, 38, 46, 54
10. 5, 13, 21, 29, 37, 45, 53	10. 2, 10, 18, 26, 34, 42, 50, 58
11. 1, 9, 17, 25, 33, 41, 49, 57	11. 6, 14, 22, 30, 38, 46, 54
PM. 12. 5, 13, 21, 29, 37, 45, 53	PM. 12. 2, 10, 18, 26, 34, 42, 50, 58
1. 1, 9, 17, 25, 33, 41, 49, 57	1. 6, 14, 22, 30, 38, 46, 54
2. 5, 13, 21, 29, 37, 41, 49	2. 2, 10, 18, 26, 34, 42, 50, 58
3. 0, 17, 13, 20, 25, 30, 33, 40, 42, 44, 51, 53.	3. 6, 18, 29, 39, 49, 54, 59
4. 1, 5, 10, 11, 19, 26, 28†, 31†, 32†, 37, 42, 46†, 47, 48†, 50†, 51, 53†	4. 9, 13, 20, 30, 34, 40, 48, 58
5. 4†, 5, 12, 25, 35, 39, 44, 54	5. 6, 11, 20, 27, 34, 38M, 41, 47, 52
6. 9, 24, 39, 54	6. 2, 6, 11, 21, 36, 51
7. 9, 24, 39, 54	7. 6, 21, 36, 51
8. 9, 24, 39, 54	8. 6, 21, 36, 51
9. 9, 24, 39, 54	9. 6, 21, 36, 51
10. 9, 24, 39, 54	10. 6, 21, 36, 51
11. 9, 24, 33	11. 6, 21, 36, 51
	AM. 12. 1

† - To and from corner Flinders and Spencer Sts. M - From Market St.

Finally there is the matter of storage. I dealt with this a bit in my recent article on conservation and sad to say I'm not perfect. Most of my timetables are stored in either a filing cabinet or archive boxes and progressively sets are being put into manila envelopes within these. Some items, mainly booklets and maps, are stored in plastic wallets in

A4 binders. To enable flat storage I'm planning to buy an A1 sized artist's box to store the maps in. I have to admit I haven't removed all the staples on more recent acquisitions but I'm going to start sewing soon.

The benefit of all this effort is that I can usually find a timetable, map or book quite quickly as well as being

able to produce lists of the collection for research purposes. It also forces me to be tidy, not a natural part of my personality.

I hope this has given some other collectors ideas and look forward to reading about other collectors reasons to be and means of organising their collections.

Route No.	MONDAYS TO FRIDAYS - INWARD JOURNEYS							
	Balmain	Rozelle	Glebe Point	Bridge Rd. & Ross St.	Railway Square	Circular Quay	Opera House	Millers Point
434	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
434	N3.19G	3.25G	3.37G	3.44	3.50	3.59	...	...
432	...	4.32G	4.44G	...	4.57	5.6	...	...
434	N4.45G	4.51G	5.3G	5.10	5.16	5.25	...	...
431	...	...	5.10	...	5.22	5.33	...	...
433	5.8	5.14	...	...	5.33	5.44	...	...
431	...	...	5.34	...	5.46	...	...	5.58
433	5.28	5.34	...	...	5.53	6.4	...	...
431	...	...	5.52	...	6.4	...	...	6.16
433	5.49	5.55	...	...	6.12	6.22	...	...
431	...	...	6.5	...	6.16	...	...	6.30
467	6.0	6.6	...	6.17	6.24	...	...	6.38
431	...	...	6.15	...	6.26	6.39	...	...
433	6.7	6.13	...	...	6.30	6.43	...	...
432	...	6.16	...	...	6.33	...	...	6.47
431	...	...	6.29	...	6.40	6.53	...	...
433	6.19	6.25	...	...	6.42	6.55	6.56	...
431	...	...	6.41	...	6.52	7.5	...	...
467	6.29	6.35	...	6.46	6.53	To Market Street	...	...
433	6.34	6.40	...	...	6.57	7.10	7.11	...
432	...	6.44	...	...	7.1	To Market Street	...	...
431	...	...	6.54	...	7.5	...	...	7.19
432	...	6.55	...	...	7.12	7.25	...	...
467	6.51	6.57	...	7.8	7.15	7.28	7.29	...
431	...	...	7.6	...	7.17	To Market Street	...	...
433	7.1	7.7	...	...	7.24	7.37	...	...
431	...	...	7.19	...	7.30	...	...	7.44
467	7.9	7.15	...	7.33	...	7.46	...	...
431	...	...	7.28	...	7.39	To Market Street	...	...
433	7.22	7.28	...	...	7.45	...	...	7.59
431	...	...	7.35	...	7.46	7.59	...	...
467	7.29	7.35	...	7.46	7.53	8.6	...	...
431	...	...	7.43	...	7.54	8.7	...	...
467	7.39	7.45	...	7.56	8.3	To Wynyard	...	...
431	...	...	7.54	...	8.5	...	...	8.19
433	7.46	7.52	...	...	8.9	8.22	8.23	...
431	...	...	8.2	...	8.13	8.26	...	...
431	...	...	8.5	...	8.16	8.29	...	...

G - Journey diverts to Glebe Point via Glebe Point Road.
 N - Departs Darling Street Wharf five (5) minutes earlier.

Route No.	MONDAYS TO FRIDAYS - INWARD JOURNEYS							
	Balmain	Rozelle	Glebe Point	Bridge Rd. & Ross St.	Railway Square	Circular Quay	Opera House	Millers Point
434	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
434	N3.19G	3.25G	3.37G	3.44	3.50	3.59	...	...
432	...	4.32G	4.44G	...	4.57	5.6	...	...
434	N4.45G	4.51G	5.3G	5.10	5.16	5.25	...	...
431	...	...	5.10	...	5.22	5.33	...	...
433	5.8	5.14	...	...	5.33	5.44	...	...
431	...	...	5.34	...	5.46	...	...	5.58
433	5.28	5.34	...	...	5.53	6.4	...	...
431	...	...	5.52	...	6.4	...	...	6.16
433	5.49	5.55	...	...	6.12	6.22	...	...
431	...	...	6.5	...	6.16	...	...	6.30
467	6.0	6.6	...	6.17	6.24	...	...	6.38
431	...	...	6.15	...	6.26	6.39	...	...
433	6.7	6.13	...	...	6.30	6.43	...	...
432	...	6.16	...	...	6.33	...	...	6.47
431	...	...	6.29	...	6.40	6.53	...	...
433	6.19	6.25	...	...	6.42	6.55	6.56	...
431	...	...	6.41	...	6.52	7.5	...	...
467	6.29	6.35	...	6.46	6.53	To Market Street	...	...
433	6.34	6.40	...	...	6.57	7.10	7.11	...
432	...	6.44	...	...	7.1	To Market Street	...	...
431	...	...	6.54	...	7.5	...	...	7.19
432	...	6.55	...	...	7.12	7.25	...	...
467	6.51	6.57	...	7.8	7.15	7.28	7.29	...
431	...	...	7.6	...	7.17	To Market Street	...	...
433	7.1	7.7	...	...	7.24	7.37	...	...
431	...	...	7.19	...	7.30	...	...	7.44
467	7.9	7.15	...	7.33	...	7.46	...	...
431	...	...	7.28	...	7.39	To Market Street	...	...
433	7.22	7.28	...	...	7.45	...	...	7.59
431	...	...	7.35	...	7.46	7.59	...	...
467	7.29	7.35	...	7.46	7.53	8.6	...	...
431	...	...	7.43	...	7.54	8.7	...	...
467	7.39	7.45	...	7.56	8.3	To Wynyard	...	...
431	...	...	7.54	...	8.5	...	...	8.19
433	7.46	7.52	...	...	8.9	8.22	8.23	...
431	...	...	8.2	...	8.13	8.26	...	...
431	...	...	8.5	...	8.16	8.29	...	...

G - Journey diverts to Glebe Point via Glebe Point Road.
 N - Departs Darling Street Wharf five (5) minutes earlier.

Tassie's Trains in the Twenties

Tasmanian timetables are never easy to review because it is so difficult to decide exactly what should be discussed- the whole state is so interesting that everything should be illustrated but this is rarely feasible. A review of a 1926 TGR Working Timetable from the Ted Downs collection, by DAVID HENNELL.

After an index and a page of general notes and timetable reference symbols comes the 4 page Hobart - Brighton Junction section of the Main Line, designated A Section (this page and page 6). The Hobart suburban area generally had a good service overall (apart from Sundays)

and is comparable with many lines in Brisbane during this period. Trains are shown terminating at Risdon, Glenorchy, Claremont, Cadbury's, Granton, Bridgewater Junction and Brighton Junction. Longer distance trains serve the Derwent Valley (Fitzgerald), the Main Line

(Launceston) and the Midland branches (Apsley & Oatlands). The morning, afternoon and night Risdon workers' trains are shown as running 7 days a week, as they did until the cessation of suburban services at the end of 1974.

MAIN LINE.—HOBART—BRIGHTON JUNCTION. A SECTION.—UP TRAINS.

MILEAGE	From Hobart to Station	STATIONS	WEEK DAYS																											
			1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53	
115 04	Brighton Junction	E.S.† C.W. ... D																												
119 48 3	Bridgewater Junc.	E.S. ... A	4 30	4 50	5 28																									
120 58 1	Granton E.S.	A	4 45	5 05	5 38																									
122 01	Cheverton	D	4 55	5 15	5 48																									
123 25 1	Austin's Ferry	D	5 05	5 25	5 58																									
124 73 0	Cadbury's	D	5 15	5 35	6 08																									
124 28 0	Claremont E.S.	A	5 25	5 45	6 18																									
124 00 0	Chigwell	D	5 35	5 55	6 28																									
125 00 1	Berriedale Road	D	5 45	6 05	6 38																									
125 00 1	Rosetta	D	5 55	6 15	6 48																									
126 00 0	Aitken	D	6 05	6 25	6 58																									
126 70 0	Montrose	D	6 15	6 35	7 08																									
127 37 0	Gl'n'ch'y E.S. & W.A.	D	6 25	6 45	7 18																									
128 37 0	Elwick R. Course	D	6 35	6 55	7 28																									
128 10 0	Elwick S. Ground	D	6 45	7 05	7 38																									
130 40 0	Risdon	D	6 55	7 15	7 48																									
130 35 0	Abattoir	D	7 05	7 25	7 58																									
130 00 0	Lutana	D	7 15	7 35	8 08																									
130 30 0	Derw't Pk. Jn.† A	D	7 25	7 45	8 18																									
130 20 0	Derw't Pk. Jn.† B	D	7 35	7 55	8 28																									
130 10 0	Derw't Pk. Jn.† C	D	7 45	8 05	8 38																									
130 00 0	Derw't Pk. Jn.† D	D	7 55	8 15	8 48																									
130 00 0	Derw't Pk. Jn.† E	D	8 05	8 25	8 58																									
130 00 0	Derw't Pk. Jn.† F	D	8 15	8 35	9 08																									
130 00 0	Derw't Pk. Jn.† G	D	8 25	8 45	9 18																									
130 00 0	Derw't Pk. Jn.† H	D	8 35	8 55	9 28																									
130 00 0	Derw't Pk. Jn.† I	D	8 45	9 05	9 38																									
130 00 0	Derw't Pk. Jn.† J	D	8 55	9 15	9 48																									
130 00 0	Derw't Pk. Jn.† K	D	9 05	9 25	9 58																									
130 00 0	Derw't Pk. Jn.† L	D	9 15	9 35	10 08																									
130 00 0	Derw't Pk. Jn.† M	D	9 25	9 45	10 18																									
130 00 0	Derw't Pk. Jn.† N	D	9 35	9 55	10 28																									
130 00 0	Derw't Pk. Jn.† O	D	9 45	10 05	10 38																									
130 00 0	Derw't Pk. Jn.† P	D	9 55	10 15	10 48																									
130 00 0	Derw't Pk. Jn.† Q	D	10 05	10 25	10 58																									
130 00 0	Derw't Pk. Jn.† R	D	10 15	10 35	11 08																									
130 00 0	Derw't Pk. Jn.† S	D	10 25	10 45	11 18																									
130 00 0	Derw't Pk. Jn.† T	D	10 35	10 55	11 28																									
130 00 0	Derw't Pk. Jn.† U	D	10 45	11 05	11 38																									
130 00 0	Derw't Pk. Jn.† V	D	10 55	11 15	11 48																									
130 00 0	Derw't Pk. Jn.† W	D	11 05	11 25	11 58																									
130 00 0	Derw't Pk. Jn.† X	D	11 15	11 35	12 08																									
130 00 0	Derw't Pk. Jn.† Y	D	11 25	11 45	12 18																									
130 00 0	Derw't Pk. Jn.† Z	D	11 35	11 55	12 28																									

On Saturday No. 19 remains at Claremont to form No. 77. On Saturdays No. 45 to be held at Derwent Park to follow No. 83, Zinc Works Train

WEEK DAYS.

MILEAGE	From Hobart to Station	STATIONS	WEEK DAYS														SATURDAYS										SUNDAYS									
			54	56	58	60	62	64	66	68	70	72	74	76	78	80	82	84	2	4	6	8	10	12	14											
130 00 0	Hobart † C.W.	Dep.	6 20	6 45	7 58	8 45	10 15	11 01	11 20	8 20	9 20	11 19	12 25	10 25	5 25	5 50	8 45	2 20	1 33	0 3	2 05	3 55	8 40	11 20												
130 00 0	Hobart Junction †	Dep.	6 25	6 50	8 03	8 50	10 20	11 06	11 25																											
130 00 0	Botanical Gardens	6 25	6 50	8 03	8 50	10 20	11 06	11 25																												
130 00 0	Cornelian Bay	6 27	6 52	8 05	8 52	10 22	11 08	11 27																												
130 00 0	New Town	6 28	6 53	8 06	8 53	10 24	11 10	11 29																												
130 00 0	Montrose	6 29	6 54	8 07	8 54	10 25	11 11	11 30																												
130 00 0	Montrose	6 30	6 55	8 08	8 55	10 26	11 12	11 31																												
130 00 0	Derwent Park Jn. †	6 31	6 56	8 09	8 56	10 27	11 13	11 32																												
130 00 0	Derwent Park Jn. †	6 32	6 57	8 10	8 57	10 28	11 14	11 33																												
130 00 0	Derwent Park Jn. †	6 33	6 58	8 11	8 58	10 29	11 15	11 34																												
130 00 0	Derwent Park Jn. †	6 34	6 59	8 12	8 59	10 30	11 16	11 35																												
130 00 0	Derwent Park Jn. †	6 35	7 00	8 13	9 00	10 31	11 17	11 36																												
130 00 0	Derwent Park Jn. †	6 36	7 01	8 14	9 01	10 32	11 18	11 37																												
130 00 0	Lutana	6 37	7 02	8 15	9 02	10 33	11 19	11 38																												
130 00 0	Abattoir	6 38	7 03	8 16	9 03	10 34	11 20	11 39																												
130 00 0	Risdon	6 39	7 04	8 17	9 04	10 35	11 21	11 40																												
130 00 0	Elwick Show Ground	6 40	7 05	8 18	9 05	10 36	11 22	11 41																												
130 00 0	Elwick Racecourse	6 41	7 06	8 19	9 06	10 37	11 23	11 42																												
130 00 0	Glenorchy E.S.	6 42	7 07	8 20	9 07	10 38	11 24	11 43																												
130 00 0	Montrose	6 43	7 08	8 21	9 08	10 39	11 25	11 44																												
130 00 0	Aitken	6 44	7 09	8 22	9 09	10 40	11 26	11 45																												
130 00 0	Rosetta	6 45	7 10	8 23	9 10	10 41	11 27	11 46																												
130 00 0	Berriedale Road	6 46	7 11	8 24	9 11	10 42	11 28	11 47				</																								

MAIN LINE.—HOBART—BRIGHTON JUNCTION. A SECTION.—UP TRAINS.

Main table with columns for Mileage, Stations, Week Days, and various train types (Passenger, Goods, etc.) for stations from Brighton Junction to Hobart.

On Saturday No. 19 remains at Claremont to form No. 77. On Saturdays No. 45 to be held at Derwent Park to follow No. 83, Zinc Works Train

Summary table with columns for Mileage, Stations, and specific train numbers (55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85) for various days of the week.

Banking Engine Key working between Brighton Junction and summit of Crooked Billet incline, also Claremont and top of incline. a Stops to pick up or set down passengers when required. K No. 47 will stop at Berriedale and Derwent Park Junction only to put down passengers from north of Brighton Junction. All trains from Nos. 1 to 65, except 35 and 47, will stop at Macquarie-street platform, also all trains on Sundays. No. 83, on Saturdays, precedes No. 45 from Derwent Park Junction.

B Section covers the Main Line between Brighton Junction and Western Junction with **C Section** (below) showing all trains between Western Junction and Launceston (and the boat train to Launceston Wharf for shipping to the mainland). This section represents the closest thing to a subur-

ban rail service for Launceston. The column for No. 35 Boat Express refers to the 11 different schedules as shown on the double page spread on pages 37-38 of the WTT (our page 12), the actual one used being determined by the arrival of the boat.

WESTERN LINE.

LAUNCESTON—WESTERN JUNCTION. C SECTION.

DOWN TRAINS.

MILEAGE.				STATIONS.	Week Days.	Thurs. Only.	Sun. Only.	Week Days.	Thurs. Only.	Week Days.	Tues. nly.	WEEK DAYS.			TUES. THU. SAT.	*	WEEK DAYS.		
From Stanley.		Between Stations.			56	68	84	62	60	4	2	12	8	16	20	18	32	90	20A
Miles.	Chains.	Miles.	Chains.		Main Line Goods. Suns. Mons. Thurs. exceptd.	Main Line Goods.	Main Line Goods.	Main Line Mixed.	Main Line Goods.	Western Line Rail Motor.	Western Line Stock and Goods.	Western Line Mixed.	Western Line Goods. Tuesdays. Except.	Main Line Passenger.	Main Line Boat Exp.	Western Line Goods. Tues. except.	Western Line Mixed.	Main Line Goods.	Western Line Goods.
156	30	...	...	Western Jcn. <i>E.S. W.</i>	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
160	26	3	76	Relbia <i>E.S.</i> <i>Dep.</i>	5 5	5 25	5 25	6 0 ^{3W}	7 30 ³	9 25	10 30	11 33	12 40	1 21	1 38	2 10	6 13	6 55	7 50 ³⁰
...	...	...	...	ditto..... <i>Dep.</i>	5 15	5 35 ^{3W}	5 35	6 10	7 40	9 31	10 40	11 44	12 50	1 46	2 10	6 21	6 55	7 50 ³⁰	
163	56	3	30	St. Leonards..... <i>Dep.</i>	5 25 ^{3W}	5 55	6 18	6 19	7 50	9 36	10 50	11 51	1 5	1 34	2 10	6 29	7 19	8 10	
165	26	1	50	Killafaddy..... <i>Dep.</i>	5 30 ^{3W}	5 55	6 19	6 19	7 50	9 37	10 50	11 54	1 5	1 37	2 10	6 30	7 20	8 10	
165	51	0	25	Newstead..... <i>Dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
167	46	1	75	North-East Jcn.† <i>E.S.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Launceston† <i>C.W.</i> <i>Arr.</i>	5 45	6 5	6 0	6 30	8 5	9 45	11 20	12 5	1 18	1 45	2 50	6 40	7 35	8 25	
...	...	...	...	ditto..... <i>Dep.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	Launceston Wharf <i>Arr.</i>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

α Stops to pick up or set down passengers when required.
 Electric Staff Working between Western Junction-Relbia, Relbia-St. Leonards, St. Leonards-North-East Junction.
 * When Deloraine engine is not available to run No. 8 train, engine arriving at Deloraine by No. 35 goods, ex Launceston, will run return train on times of No. 18, and No. 8 will be cancelled.

WESTERN LINE.

LAUNCESTON—WESTERN JUNCTION. C SECTION.

UP TRAINS

MILEAGE.				STATIONS.	Week Days.			Tues., Thurs., Sat.	Week Days.	Saturdays only.	Week Days.	Week Days. Sats. exc.	Week Days.	Sats. only.	Week Days. Sats. exc.	Tues. only.	Week Days.
From Launceston.		Between Stations.			3W	9	21	35	47	23	31	33	37	3	3	5	7
Miles.	Chains.	Miles.	Chains.		Western Line. Goods.	Main Line. Mixed. (Ord'n'ry)	Western Line. Mixed.	Main Line. Boat Express.	Main Line. Pass'ng'r.	Western Line. Motor.	Western Line. Pass'ng'r.	Western Line. Motor.	Western Line. Mixed.	Main Line. Goods.	Main Line. Goods.	Main Line. Goods.	Main Line. Mixed.
...	...	...	...	Launceston Wharf..... <i>Dep.</i>	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	...	...	...	Launceston† <i>C.W.</i> <i>Dep.</i>	5 15	6 35 ⁶²	8 15 ⁶⁰	11 23 ²⁰	12 35	1 20 ³⁰	3 0 ¹⁸	5 20	5 55	6 45 ⁸²	8 30 ³⁰	10 15
1	75	1	75	North-East Junction† <i>E.S.</i>	...	...	...	...	...	...	...	...	...	...	...
2	20	0	25	Newstead..... <i>Dep.</i>	...	...	...	...	...	...	...	...	...	...	...
3	70	1	50	Killafaddy..... <i>Dep.</i>	5 27	6 46	8 24	11 34	12 48	1 30	3 8	5 30	6 6	6 56	8 39	10 24	
...	...	...	...	St. Leonards <i>ES</i> <i>Dep.</i>	5 29 ⁵⁶	6 46	8 25	11 34	12 48	1 34	3 8	5 31	6 7	6 57	8 40	10 25
7	20	3	30	Relbia <i>ES</i> <i>Dep.</i>	5 40	6 57	8 34	11 43	12 51	1 44	3 17	5 42	6 18	7 8	8 50	10 35	
...	...	...	...	ditto..... <i>Dep.</i>	5 43 ⁶⁵	6 57	8 35	11 43 ¹²	12 52 ⁶⁰	1 44	3 17	5 43	6 23 ³²	7 9 ⁹⁰	8 51	10 36
11	16	3	76	Western Junction <i>ES W.</i> <i>Dep.</i>	5 59	7 13 ⁶⁰	8 46	11 54	1 4	1 55	3 29	6 0	6 38	7 25	9 6	10 47	

α Stops to pick up or set down passengers when required.
 † On Tuesday, Thursday, and Saturday No. 31 crosses down Boat Express at Relbia and leaves at 1.47 p.m., due Western Junction 1.58.

D Section deals with the Western Line (Western Junction to Stanley), 3 pages each way arranged in continuous landscape format which is very difficult to illustrate easily without very substantial reduction. Passenger services terminate at Deloraine, Devonport, Burnie, Wynyard and Stanley. Western Line branches are covered by **E Section** (Chudleigh Branch to Mole Creek) to **I Section** (Preolenna Branch) in geographical order, plus **S Section** (Stanley - Trowutta - Smithton Branches). The branch line tables have detailed instructions for train operation- the Preolenna Branch (*right*) instructions make fascinating reading.

Branch lines leading from the Main Line-**J Section** (Derwent Valley Line) to **M Section** (Fingal Line to St. Marys)-are next. The late evening Saturday mixed to Oatlands (*next page*) and return must have been a treat!

The North-Eastern Line is **N Section**. Shoppers from Herrick to Launceston (*page 10*) on Tuesday or Friday had a long but scenic day.

The isolated (in terms of the government system) West Coast lines form **O to Q Sections** with Q Section covering two separate lines in different tables (North-East Dundas Tramway and Comstock Line-cover). The footnote to the Strahan - Zeehan table (*page 11, bottom*) shows the workmen's trains to the Zeehan Smelters, from Wilson-street just south of the EBR's Zeehan station **P Section** (*page 11, top*) has the only reference in the WTT to the Emu Bay Railway's services, unlike future TGR WTTs. The North-East Dundas Tramway table (*page 11*) is novel in that it has no times at the terminus of Williamsford and that the return working has no times whatsoever and a request stop at end of the line at Zeehan.

In short, this is a wonderful timetable from the days when Tasmania had a real railway system.

PREOLENNA BRANCH. I SECTION

(To run on Wednesdays till advised).

UP

MILEAGE.				STATIONS.	Thurs
From Flowerdale.		Between Stations.			Mixed
Mls.	Chns.	Mls.	Chns.		13
...	...	...	...	Wynyard† C	A.M. 8 0
...	...	...	...	Flowerdale Junction†	8 15
...	...	...	...	Ditto.....	8 20
3	20	3	20	Moorleah .....	...
5	26	2	6	Lapoinya .....	...
9	18	3	72	Hardy	9 35
12	21	3	3	Calder W.....	...
15	22	3	1	Preolenna.....	...
...	...	...	...	Ditto	10 25
17	70	2	48	Pruana.....	...
20	0	2	10	Maweena.....	11 0

DOWN

MILEAGE.				STATIONS.	Thurs.
From Maweena.		Between Stations.			Mixed.
Mls.	Chns.	Mls.	Chns.		34
...	...	...	...	Maweena	P.M. 2 10
2	10	2	10	Pruana .....	...
4	58	2	48	Preolenna.....	...
...	...	...	...	Ditto	2 48
7	59	3	1	Calder W.....	...
10	62	3	3	Hardy	3 35
14	54	3	72	Lapoinya .....	...
16	60	2	6	Moorleah	4 20
20	0	3	20	Flowerdale Junction†.....	4 40
...	...	...	...	Ditto	4 45
24	33	4	33	Wynyard †	5 0

Stops at all Stations. Water to be taken on the up journey.
Speed on Preolenna Branch limited to 10 miles an hour round 3 and 4 chain curves, and must not exceed 12 miles an hour on other portions

All stations must be careful to see that any loading of goods, &c., for the Preolenna Branch reaches Wynyard not later than Wednesday, to ensure connecting with the train leaving on Thursday mornings at 8 a.m.

When only one trip a week is run, the practice of leaving trucks at the wayside stations between trips will cease, and sufficient time will be allowed between trains to do the loading and unloading—that is, wagons going up on the forward journey must be loaded or unloaded in time to be lifted on the return journey.

An exception will be made in the case of Maweena, where up to three trucks must be loaded while the train waits, but for a PFF or more, the trucks may be left in the siding, and loaded ready for the next trip. In the case of a FFF, and say two small wagons being supplied, the latter must be loaded while the train waits. The running of the train on the return journey will be subject to fluctuations. For instance, if Maweena only has one, or say two, small trucks to load, the train will get away as soon as they are finished, and drop down to other stations, where, if necessary, the time shown on the schedule must be given for loading; but if not required the train will run into Wynyard as the loading permits.

An arrangement has been made with the Manager of the Wynyard Sawmilling Company for the train to pull up at skids at the 7 miles 34 chains on the Branch, and wait while trucks are loaded. Guards will be instructed in this matter by the S.M. at Wynyard.

The arrangement for stopping on the main road to load will be 30 minutes free for every 25 tons loaded, otherwise 5s. for every 15 minutes or part thereof to apply.

The Guard is to notify S.M. Wynyard of the time taken on each trip, so that the necessary adjustments with the Company may be made.

PARATTAH AND OATLANDS LINE.

L SECTION.

UP.

MILEAGE.				STATIONS.	Week Days.	Tuesday and Thursday.	Sat.	
From Oatlands.		Between Stations.				25 Motor	1 Goods. T.F.	3 Mixed T.F.
Miles.	Chains.	Miles.	Chains.					
1	20	1	20	OATLANDS† Dep.	A.M. 7 35	P.M. 7 20	P.M. 10 50	
2	2	0	62	RACECOURSE CROSSING	a	...	...
3	5	1	3	BACON'S CROSSING	a	...	...
4	20	1	15	EASTERN MARSHES ROAD	a	...	...
				PARATTAH JUNCTION (CW)†... .. Arr.	7 52	7 40 ⁴⁴	11 10	

DOWN.

MILEAGE.				STATIONS.	Week Days Excepted.	Sat. only	Tuesday and Thursday.	Sat. only
From Hobart.		Between Stations.			44 Motor.	78 Motor	34 Goods.	82 Mixed.
Miles.	Chains.	Miles.	Chains.					
55	5	—	—	PARATTAH JUNCTION (CW)† Dep.	P.M. 7 45	P.M. 5 50	P.M. 6 45	P.M. 10 15
56	20	1	15	EASTERN MARSHES ROAD	a	a	...	a
57	23	1	3	BACON'S CROSSING	a	a	...	a
58	5	0	62	RACECOURSE CROSSING	a	a	...	a
59	25	1	20	OATLANDS†, Arr.	8 0	6 5	7 0	10 30

NOTE.—Conveyance meets Nos. 16 and 47 at Parattah Junction.
a Stops to pick up or set down passengers when required.

NORTH-EASTERN LINE.
N SECTION.

DOWN.

MILEAGE.		STATIONS.	MILES CHMS.		Tu. & Motor.	CONDIT. GOODS.		CONDIT. GOODS.		Week Days Mixed.
From Herrick.	Between Stations.		Miles	Chms.		Mon. Tues. Wed. Thurs. Fri. Sat.	Mon. Tues. Wed. Thurs. Fri. Sat.	Week Days Mixed.		
3	36	HERRICK + (CW) Dep.	3	36	A.M. 5 25	P.M. ...	P.M. ...	P.M. ...	A.M. ...	P.M. ...
6	64	WINNALLEAH	3	64	5 25	...	...	...	...	...
8	85	DERBY	3	85	...	...	...	...	...	...
11	115	TELITA	1	115	...	...	...	...	...	...
13	138	MARA	2	138	...	...	...	...	...	...
18	184	BRANXHOLM (W) Arr.	5	184	...	...	...	...	...	...
22	224	LEGERWOOD + Dep.	4	224	...	...	...	...	...	...
25	254	TULENDEENA + Dep.	3	254	...	...	...	...	...	...
28	284	KAMONA ...	3	284	...	...	...	...	...	...
32	324	TONGANAH ...	4	324	...	...	...	...	...	...
33	338	LING SIDING ...	1	338	...	...	...	...	...	...
37	378	SCOTTS DALE (CW) Arr.	4	378	...	...	...	...	...	...
41	418	LITINNA ...	4	418	...	...	...	...	...	...
44	448	BLUMONT ...	3	448	...	...	...	...	...	...
46	468	NABOWLA +	2	468	...	...	...	...	...	...
48	488	GREETA ...	2	488	...	...	...	...	...	...
49	498	LONE STAR ...	1	498	...	...	...	...	...	...
50	508	GOLCONDA ...	0	508	...	...	...	...	...	...
53	538	WYENA ...	3	538	...	...	...	...	...	...
55	558	LONE STAR ...	2	558	...	...	...	...	...	...
56	568	DENISON GORGE (W) Arr.	1	568	...	...	...	...	...	...
59	598	LEBRINA ...	3	598	...	...	...	...	...	...
61	618	TUNNEL +	2	618	...	...	...	...	...	...
63	638	BACALA ...	2	638	...	...	...	...	...	...
65	658	LILYDALE + (C) Arr.	2	658	...	...	...	...	...	...
66	668	DOWNIE ...	1	668	...	...	...	...	...	...
66	668	SEAFIELD ...	0	668	...	...	...	...	...	...
68	688	LALLA ...	2	688	...	...	...	...	...	...
71	718	KARoola + (W) Arr.	3	718	...	...	...	...	...	...
71	718	TURNER'S MARSH ...	0	718	...	...	...	...	...	...
74	748	BANKING SIDING ...	3	748	...	...	...	...	...	...
74	748	NELSON'S CREEK ...	0	748	...	...	...	...	...	...
80	808	ROCHERLEA +	4	808	...	...	...	...	...	...
82	828	Ditto ...	2	828	...	...	...	...	...	...
83	838	MOWBRAY R'OURSE	0	838	...	...	...	...	...	...
88	888	INVERMAY SIDING ...	1	888	...	...	...	...	...	...
84	848	NORTH-EAST JUNC. +	0	848	...	...	...	...	...	...
84	848	LAUNCESTON + (CW) Arr.	0	848	...	...	...	...	...	...

Stops to pick up or set down passengers when required.
Nos. 6 and 8 are conditional and only run when advised.
Nos. 6, 8, 10, and 12 trains may run ahead of timetable when work is light, and are to be expected at any time.

NORTH-EASTERN LINE.
N SECTION.

UP.

MILEAGE.		STATIONS.	MILES CHMS.		CONDIT. GOODS.	CONDIT. GOODS.		Week Days Mixed.
From Launceston	Between Stations.		Miles	Chms.		Mon. Tues. Wed. Thurs. Fri. Sat.	Mon. Tues. Wed. Thurs. Fri. Sat.		Week Days Mixed.
2	50	L'CESTON + (CW) Dep.	2	50	A.M. 7 15	P.M. ...	P.M. ...	
2	50	INVERMAY SIDING ...	0	50	7 15	...	...
2	50	MOWBRAY JUN.	2	50	...	...	...
2	50	MOWBRAY R'OURSE	0	50	...	...	...
4	54	ROCHERLEA + Arr.	2	54	...	...	...
10	104	Ditto ...	5	104	...	...	...
13	134	NELSON'S CREEK ...	3	134	...	...	...
13	134	BANKING SIDING ...	0	134	...	...	...
16	164	TURNER'S MARSH ...	3	164	...	...	...
17	174	KARoola + (W) Arr.	1	174	...	...	...
18	184	Ditto ...	1	184	...	...	...
18	184	LALLA ...	0	184	...	...	...
19	194	SEAFIELD ...	1	194	...	...	...
21	214	DOWNIE ...	2	214	...	...	...
21	214	LILYDALE + (C) Arr.	0	214	...	...	...
23	234	Ditto ...	2	234	...	...	...
25	254	BACALA ...	2	254	...	...	...
25	254	TUNNEL +	2	254	...	...	...
27	274	Ditto ...	2	274	...	...	...
29	294	LEBRINA ...	2	294	...	...	...
31	314	DENISON GORGE (W) ...	2	314	...	...	...
33	334	WYENA ...	2	334	...	...	...
34	344	GOLCONDA ...	1	344	...	...	...
36	364	LONE STAR ...	2	364	...	...	...
38	384	GREETA ...	2	384	...	...	...
38	384	NABOWLA + ...	0	384	...	...	...
40	404	Ditto ...	2	404	...	...	...
43	434	BLUMONT ...	3	434	...	...	...
47	474	LITINNA ...	4	474	...	...	...
47	474	SDALE + (CW) Arr.	1	474	...	...	...
50	504	Ditto ...	3	504	...	...	...
52	524	LING SIDING ...	2	524	...	...	...
52	524	TONGANAH ...	0	524	...	...	...
56	564	TREWALLA ...	4	564	...	...	...
59	594	KAMONA ...	3	594	...	...	...
62	624	Ditto ...	3	624	...	...	...
66	664	TULENDEENA + Arr.	4	664	...	...	...
66	664	LEGERWOOD +	4	664	...	...	...
71	714	Ditto ...	5	714	...	...	...
71	714	BRANXHOLM (W) Arr.	1	714	...	...	...
73	734	Ditto ...	2	734	...	...	...
76	764	MARA ...	3	764	...	...	...
77	774	TELITA ...	1	774	...	...	...
77	774	DERBY ...	1	774	...	...	...
81	814	Ditto ...	4	814	...	...	...
81	814	WINNALLEAH ...	0	814	...	...	...
84	844	HERRICK + (CW) Arr.	3	844	...	...	...

Nos. 1, 9, 11 are conditional and only run when advised.
Stops to pick up or set down passengers when required.
No. 7 Goods only run ahead of timetable when work light, and is to be expected at any time. Crossing of No. 10 shown at Tulendeena. When No. 7 train is ahead of timetable guard to ring up Legerwood from Tulendeena, and if time permits, without delaying No. 10, obtain L.C. and run to Legerwood to cross.

MT. DUNDAS-ZEEHAN LINE-P SECTION.

MILEAGE.		DOWN		UP		E. B. Co.'s Train Daily	
From Zeehan.	Between Stations.	Stations.	Stations.	Stations.	Stations.	Stations.	Stations.
2	1	ZEEHAN † (CW)	ZEEHAN † (CW)	MAESTRIS	MAESTRIS		
		Ditto	Ditto	DUNDAS †	DUNDAS †		
2	60	RAYNA JUNCTION †	RAYNA JUNCTION †	BREWERY JUNCTION	BREWERY JUNCTION		
3	25	BRICKFIELDS SIDING	BRICKFIELDS SIDING	NOBBY'S CUTTING SIDING	NOBBY'S CUTTING SIDING		
4	2	MATHERS	MATHERS	LESLIE	LESLIE		
4	75	LESLIE	LESLIE	MATHERS	MATHERS		
5	4	NOBBY'S CUTTING SIDING	NOBBY'S CUTTING SIDING	BRICKFIELDS SIDING	BRICKFIELDS SIDING		
5	98	BREWERY JUNCTION	BREWERY JUNCTION	RAYNA JUNCTION †	RAYNA JUNCTION †		
5	75	DUNDAS †	DUNDAS †	Ditto	Ditto		
				ZEEHAN † (CW)	ZEEHAN † (CW)		

NORTH-EAST DUNDAS TRAMWAY-Q SECTION.

MILEAGE.		DOWN		UP		E. B. Co.'s Train Daily	
From Zeehan.	Between Stations.	Stations.	Stations.	Stations.	Stations.	Stations.	Stations.
2	20	ZEEHAN † (CW)	ZEEHAN † (CW)	WILLIAMSFORD † (CW)	WILLIAMSFORD † (CW)		
3	1	RACECOURSE	RACECOURSE	CONFIDENCE SADDLE †	CONFIDENCE SADDLE †		
4	32	KINGS	KINGS	MELBA	MELBA		
4	40	HASTINGS	HASTINGS	COMMONWEALTH	COMMONWEALTH		
5	70	NICKEL JUNCTION †	NICKEL JUNCTION †	KAPI	KAPI		
				GRIFFITH	GRIFFITH		
5	30	NORTH DUNDAS ROAD †	NORTH DUNDAS ROAD †	CONFIDENCE SADDLE †	CONFIDENCE SADDLE †		
7	60	MELBA	MELBA	GOOD INTENT TRACK	GOOD INTENT TRACK		
8	20	COMMONWEALTH	COMMONWEALTH	GREAT NORTHERN	GREAT NORTHERN		
8	60	KAPI	KAPI	FRASER'S MINE	FRASER'S MINE		
11	00	CONFIDENCE SADDLE †	CONFIDENCE SADDLE †	MONTZUMA	MONTZUMA		
12	00	GOOD INTENT TRACK	GOOD INTENT TRACK	FAHL ORE	FAHL ORE		
13	00	GREAT NORTHERN	GREAT NORTHERN	CONLIFFES	CONLIFFES		
14	40	FRASER'S MINE	FRASER'S MINE	WILLIAMSFORD † (CW)	WILLIAMSFORD † (CW)		
15	60	MONTZUMA	MONTZUMA				
16	40	FAHL ORE	FAHL ORE				
18	00	CONLIFFES	CONLIFFES				

On Mondays, Wednesdays and Fridays train leaves Zeehan at 9:30 a.m. and runs to Williamsford and back as required for ore traffic, double trip on return to Saddle.
 a Stops to pick up or set down passengers when required.
 Train will run to Griffith as required.

S' STRAHAN-ZEEHAN LINE. O SECTION.

MILEAGE.		DOWN		Week Days.	
From Regatta Point.	Between Stations.	Stations.	Stations.	2. Mixed.	4. Empty.
0	40	REGATTA POINT †	REGATTA POINT †	A.M.	P.M.
0	60	BANTICK'S SIDING	BANTICK'S SIDING	11 10	4 25
1	0	GRINING'S SIDING	GRINING'S SIDING		
1	0	STRAHAN WHARF †	STRAHAN WHARF †		
		Ditto	Ditto	11 15	4 30
1	44	PINE EXPORT CO. SD.	PINE EXPORT CO. SD.	11 20	4 45
2	0	W. STRAHAN † (CW) †	W. STRAHAN † (CW) †		
		Ditto	Ditto	11 24	4 50
3	7	STELLA	STELLA		
4	40	BELLINGER	BELLINGER	a	
8	0	BEACH ROAD	BEACH ROAD	a	
12	10	HENTY	HENTY	a	
13	10	KOYULE	KOYULE	a	
13	45	FOWLER'S SIDING	FOWLER'S SIDING	a	
16	66	FIREWOOD	FIREWOOD	a	
18	3	POWELL'S SIDING	POWELL'S SIDING	a	
18	40	EDEN	EDEN	P.M.	
20	60	GRIVEVE'S SIDING	GRIVEVE'S SIDING	12 38	
25	60	OCEANA JUNC. (W)	OCEANA JUNC. (W)	a	
27	43	AUSTRAL SIDING	AUSTRAL SIDING	12 59	
27	57	SMELTERS	SMELTERS	a	
28	35	SILVER BELL JUNC. †	SILVER BELL JUNC. †		
		Ditto	Ditto		
29	30	ZEEHAN † (CW)	ZEEHAN † (CW)	1 15	

No. 6 runs from Strahan W. to W. Strahan as soon as shunting is done.

MILEAGE.		UP		Week Days.	
From Zeehan.	Between Stations.	Stations.	Stations.	1. Mixed.	3. Mixed.
0	75	ZEEHAN † (CW)	ZEEHAN † (CW)	A.M.	P.M.
0	75	SILVER BELL JUNC. †	SILVER BELL JUNC. †		2 5
		Ditto	Ditto		2 10
1	53	SMELTERS	SMELTERS		
1	67	AUSTRAL SIDING	AUSTRAL SIDING		
3	50	OCEANA JUNCTION (W)	OCEANA JUNCTION (W)		
8	50	GRIVEVE'S SIDING	GRIVEVE'S SIDING		
10	70	EDEN	EDEN		
11	27	POWELL'S SIDING	POWELL'S SIDING		
12	44	FIREWOOD	FIREWOOD		
13	65	FOWLER'S SIDING	FOWLER'S SIDING		
16	20	KOYULE	KOYULE		
17	20	HENTY	HENTY		
21	30	BEACH ROAD	BEACH ROAD		
24	70	BELLINGER	BELLINGER		
26	23	STELLA	STELLA		
27	30	WEST STRAHAN † (CW)	WEST STRAHAN † (CW)		
		Ditto	Ditto	10 40	3 48
27	66	PINE EXPORT CO. SIDING	PINE EXPORT CO. SIDING		
28	30	STRAHAN WHARF †	STRAHAN WHARF †		
		Ditto	Ditto	10 45	3 57
28	50	GRINING'S SIDING	GRINING'S SIDING		
28	70	BANTICK'S SIDING	BANTICK'S SIDING		
29	30	REGATTA POINT †	REGATTA POINT †		

a Stops to pick up or set down passengers when required.
 No. 6.—If engine of No. 1 train is required at Strahan Wharf for shunting, S.M. Strahan Wharf will arrange. Guard attends to Staff working at West Strahan and Silver Bell.
 Workmen's Trains leave Wilson-street (Zeehan) for Smelters on Mondays to Fridays inclusive at 7:30 a.m. and 4:38 p.m.; Saturdays, 7:30 a.m. and 11:34 a.m. Return from Smelters Monday to Friday, 7:40 a.m. and 5:5 p.m.; Saturdays, 7:40 a.m. and 12:5 p.m.

Graphic Insight

This month, we take a long-term view on passenger train travel- 1825 to 1995, and looks at the annual number of rail passenger journeys in Britain, NSW, Victoria and the U.S.A. NSW and Victoria include urban journeys. Space prevents us from adding the thousand words to these pictures, but features worth noting are the abrupt drop in apparent passenger numbers in Britain due to the partition of Ireland (1921), the dramatic drop-off in the USA when Amtrak commenced (1970) and the similarity of the ups and downs of passenger traffic in NSW and Victoria. The effects of World War II can be seen in all four graphs. Passenger travel peaked about 30 years later in Australia than it did elsewhere.

