

# The Times

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## Tracing the tracks of Maldon's AEC

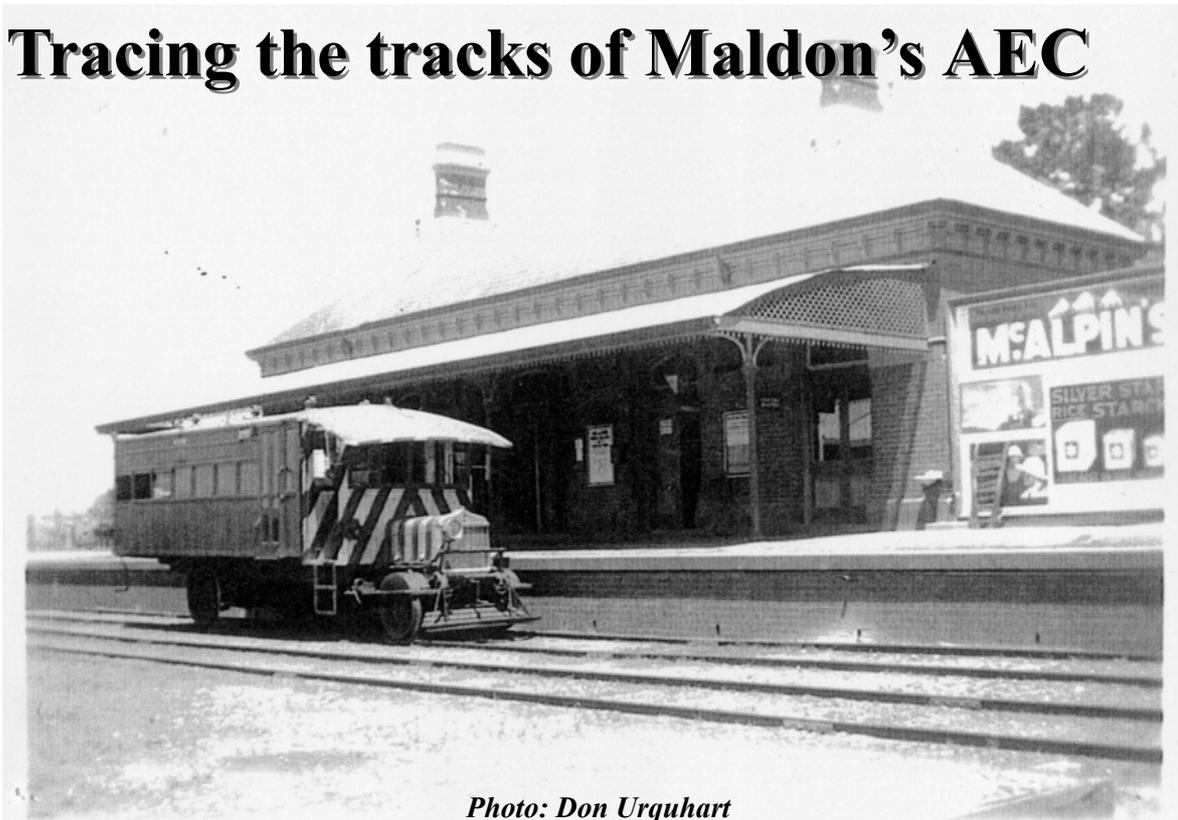
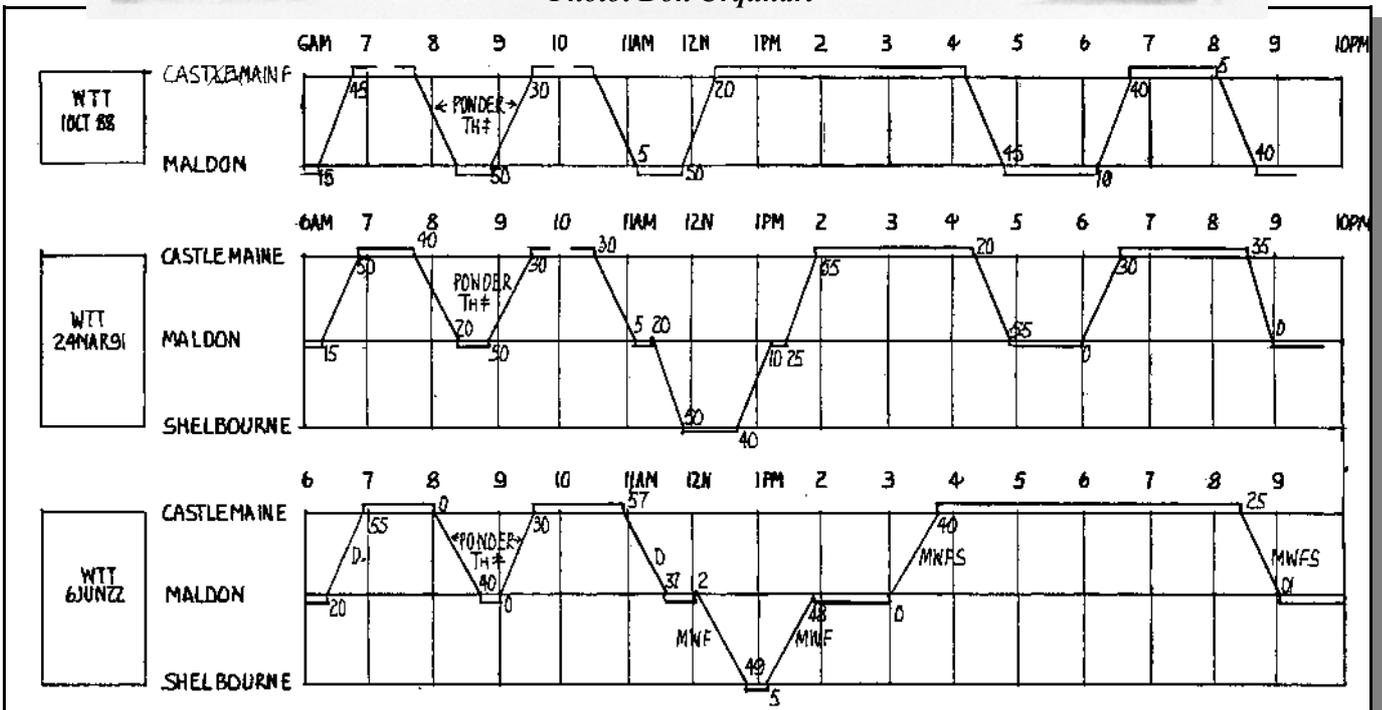


Photo: Don Urquhart



# The Times

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<b>About The Times</b>	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
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## Castlemaine—Maldon—Shelbourne...the era of the AEC rail motor. A study of graphs.

**JACK MCLEAN** charts the history of the services on Victoria's branch line railway to Maldon.. He addresses the questions "Is a picture really worth a thousand words?" and "Is a graph better than a table?"—ask them of yourself after reading.

Some time back a rail fan in Melbourne asked me what sort of interest I hoped to derive from studying the history of a railway which I had never seen because it was half a world away and I probably never would see it because it had folded up in 1988. It was the Prince Edward Island Railway— I was aware that my project was considered adventurous and some fans thought that I should have chosen a project closer to home.

The question was a polite one and I felt that it deserved an explanation when I had time. I might have compared my project to solving cryptic crossword puzzles, where there is a challenge to find answers even it is obvious that no material benefit will follow. The mental effort in both cases amused me, was harmless, and kept my mind active.

When the editor more or less suggested (or was it *vice versa*?) that I should write an article on the use of graphs to compare two or more timetables, the PEIR came to mind because I had experimented with graphing times for that railway. I didn't need to repeat that adventure because I already had a collection of timetables for a railway (at least a branch line) almost "within a bull's roar" of my computer desk.

I refer to the Victorian Railways Maldon-Shelbourne lines before they were completely closed in 1971. I have many photocopied pages of VR working time tables for these lines which fill the gaps between the gaps between the pages of genuine working time tables, all of them before the credible

'preservation era' and they provided source material for this article. I thought it was a suitable railway for the project because it was one with which I was familiar and I already had an ample supply of time tables. Yet, I still had to minimise the number of graphs and illustrations.

The popularity of these lines with railway enthusiasts and historians seems to have been based on the service being much better than one would have expected between two country towns.

The railway from Maldon Junction (near Castlemaine) to Maldon was opened for traffic on 16 June 1884. When the line was extended to Shelbourne on 24 March 1891, the additional mileage did not commence from the dead end at Maldon (which was inconveniently at the foot of Mount Tarrangower), but it did so at a junction facing trains going to Castlemaine about half a mile from Maldon (*map, page 8*).

The Shelbourne line had been planned to continue on to Laanecoorie, and so the junction was originally called Laanecoorie Junction. After the abandonment of the proposed extension to Laanecoorie the junction was renamed Shelbourne Junction in December 1904.

I have based my description on the services shown in *regular* working time tables and amendments thereto. Time tables for holidays or Commissioners' Inspections, football specials, ballast trains or change-over rail motors do not get much of a mention in the aforementioned TTs.

No regular time tables that I have seen show instances of two or more trains running beyond Maldon Junction at the same time and these services could all have been worked by Train Staff and One Engine in Steam (as the Brits. used to say and perhaps still do).

Maybe the difficulties of having a junction (Shelbourne Junction) which was not a Staff Station caused the embargo in 1891 on the use of Staff Tickets but such an embargo incidentally made the drawing of my graphs easier. I am aware too that this embargo was partly lifted in 1915 when Staff Tickets were allowed between Maldon Junction and Maldon but only when no trains ran that day on the Shelbourne extension.

The General Appendices and Weekly Notices over the years have made mention of instances in which two trains were scheduled to run at the same time beyond Maldon Junction on the same day as trains ran on the Shelbourne extension. The references were very interesting (at least I thought they were) but they are outside the scope of this article.

*Regular* Working Time Tables made no mention of pure goods trains (apart from the Thursdays Only powder train) and so all services were run by mixed trains, the kind which carried both goods and passengers. (Why do people—including railwaymen—use the term *mixed goods* when they mean *mixed train*?)

My description concentrates on the years 1923 to 1941 when the four wheeled AEC rail motor was run-

ning. It was in addition to the mixed trains but not at the same time as the mixed trains. and I have included six graphs based time tables in those years.

**1922: Graph No 1** has been drawn from information in the WTT dated 6 June 1922 (*right*). This was the service when all trains were mixed trains- that is, before the advent of the rail motor.

The 1922 WTT included a 6.20 am Maldon—Castlemaine mixed daily, connecting with a passenger train to Melbourne, a 10.57 am down Maldon mixed daily which connected with the morning express from Melbourne and formed a 12.2 pm Shelbourne mixed MWFO. The Shelbourne mixed returned at 1.5 pm to Maldon MWFO and formed the 3 pm Maldon Castlemaine mixed MWFSaO. The afternoon connection from Melbourne left Castlemaine at 8.35 pm MWFSaO

The conditional powder train ThO was the only pure goods train and obviously it was run by the engine off the mixed train (Note—not the ‘mixed goods’).

**1923: Graph No 2** has been drawn from the information in the WTT for June 1922 shown above and amended by the Circular S5555/23 (*page 5*) which shows that on Monday 29 October 1923 the R.M. was to run empty from Maldon to Castlemaine at 6.20 pm and there form the 8.43 pm Castlemaine to Maldon The full service started the next day, on 30 October 1923 when the rail motor ran the 6.50 am up daily, the 10.57 am down TuThO, the 3 pm up TuThO and the 8.43 pm down daily.

The rail motor was a single-ended four-wheeled AEC (*our cover shows it at Maldon*) to which a four wheeled trailer could be attached as required. The remainder of the trains were the 10.57 am down Maldon mixed MWFSaO, extended to Shelbourne MWFO and there forming the 1.5 pm up Shelbourne mixed MWFO which in turn formed the 3 pm up Maldon

June, 1922.

Northern District.

MALDON AND SHELBOURNE LINE.

Down. CASTLEMAINE TO MALDON AND SHELBOURNE.

Height above Sea.	Miles.	STATIONS.	1 Express.	2 Goods, Powder, Thursday.	3 Express.
fact. 30	—	MELBOURNE W G	A.M. 8 26 <sup>30</sup> dep. 10 39 <sup>15</sup>	A.M. ...	P.M. 5 19 8 0
818	78	CASTLEMAINE W G E S	Mixed. 10 57 dep. 11 0*	8 0	Mixed Mon. Wed. Fri. Sat. 8 25
918	79	Maldon Junction E S †	11 0*	8 5	8 28*
908	84½	Muckleford	11 16	—	8 44
1177	88½	Shelbourne Junction N C	11 31* arr. 11 37	8 40	8 58*
1177	89	MALDON W †	M., W., Fri. P.M. 12 2	—	9 1
1177	89½	Shelbourne Junction N C	dep. 12 5*	—	—
819	95½	Pollard N C	12 28 <sup>5</sup>	—	—
875	99½	Shelbourne †	arr. 12 49	—	—

Up. SHELBOURNE AND MALDON TO CASTLEMAINE.

Height above Sea.	Miles.	STATIONS.	1 Mixed.	2 Goods, Powder, Thursday.	3 Mixed Mon. Wed. Fri.
fact. 875	—	Shelbourne †	—	—	P.M. 1 5
819	3½	Pollard N C	—	—	1 45*
1177	9½	Shelbourne Junction N C	—	—	1 48
1177	10½	MALDON W †	—	—	Mixed Mon. Wed. Fri. Sat. 3 0
1177	10½	Shelbourne Junction N C	dep. 6 20	9 0	3 2*
908	15	Muckleford	6 23*	—	3 14
819	20½	Maldon Junction † E S	6 34 6 51*	9 25	—
818	21½	CASTLEMAINE W G E S	arr. 6 55	9 30	3 40
30	26½	MELBOURNE W G	Pass. 7 23 arr. 10 35†	—	Pass. Daily. 4 6 7 22

† 10.10 a.m. Mondays.

See General Notes, pages 2, 3, and 4. For references, see page 3.

mixed MWFSaO.

Public time tables have not always indicated the type of train being run and it is useful to know that the rail motor took five minutes less than the mixed train to run between Castlemaine and Maldon, and from these running times one can deduce the kind of train.

Shelbourne did not have a turntable

(not even a 26 foot rail motor turntable) and so the 12.02 pm down Shelbourne MWFO, and the 1.5 pm up Shelbourne MWFO had to be scheduled as mixed trains because the absence of a Shelbourne turntable would have caused a rail motor to run in reverse gear in one direction either up or down) at low speed for 10¼ miles.

5 5555/23

(A. 2)

VICTORIAN RAILWAYS.

Office of General Superintendent,  
Melbourne, 23rd October, 1923.

**INAUGURATION OF RAIL MOTOR SERVICE,  
Between Castlemaine and Maldon,  
Commencing on Monday, 29th October, 1923**

A Rail Motor, stationed at Maldon, will be put into running on the above line on Monday, 29th October, commencing with the 8.43 p.m. Down train from Castlemaine, and thereafter the following will be the complete train service on the line:—

STATIONS		1	2	3	4
		Express	Express	Goods Powder. Thursday	Express
<b>DOWN</b>					
Melbourne	Dep	A M 8 30	A M 8 30	A M	P M 5 30
	Arr	10 42	10 42		8 22
Castlemaine	Dep	Mixed Mon. Wed. Fri-Sat. 10 57	Rail Motor Tuesdays Thursdays 10 53	8 0	Rail Motor Daily 8 43
Maldon Junction NS	Dep	11 0	10 57*	8 5	8 47*
Muckleford	Dep	11 16	11 12		9 2
Shelbourne Junction NC	Dep	11 34*	11 30*		9 20*
	Arr	11 37	11 33	8 40	9 23
Maldon †	Dep	Mixed Mon. Wed. Friday P M 12 2			
Shelbourne Junction NC	Dep	12 5*			
Pollard NC...	Dep	12 29½			
Shelbourne †	Arr	12 49			

STATIONS		1	2	3	4
		Rail Motor Daily	Goods Powder Thursday	Mixed Mon. Wed. Friday	Rail Motor Tues. and Thurs.
<b>UP</b>					
Shelbourne †	Dep	A M	A M	P M 1 5	P M
Pollard NC	Dep			8	
Shelbourne Junction NC	Dep			1 45*	
	Arr			1 48	
Maldon †	Dep	6 50	9 0	3 0	3 0
Shelbourne Junction NC	Dep	6 52*		3 3*	3 2*
Muckleford	Dep	7 3		3 14	3 13
Maldon Junction † NS	Dep	7 22*	9 25		3 32*
	Arr	7 25	9 30	3 40	3 35
Castlemaine ES	Dep	Pass.		Pass. Daily	Pass. Daily
	Dep	7 52		4 6	4 6
Melbourne	Arr	10 35		7 22	7 22

In order that the Rail Motor Car will be in position to run the 8.43 p.m. Down on Monday, 29th instant, as above, it will run Empty Special trip as under:—

MONDAY, 29TH OCTOBER

Maldon ... Dep 6 20 p.m.  
Castlemaine ... Arr 7 0 ... Turn-Car, then run 8.43 p.m. Down

This Car will be run Down from Melbourne to Maldon on Friday, 26th October, and will run a test trip on the Maldon Line on Saturday, 27th instant. Instructions regarding these trips will be issued in due course.

The above trains are to be carefully tallied and particulars supplied to Superintendent Passenger Train Service (Room 2) weekly, on tally form (P 166).

Working Time Tables to be altered accordingly. Fresh slips will be forwarded to paste over Sheet Time Tables.

Officers-in-charge are enjoined to give the above matters special attention, and to make the running of the above service widely known locally.

The special instructions governing the operations of Rail Motor Trains worked by internal combustion engines are embodied in C. 10/1922.

For fares and ticket arrangements see P.F. 10/108.

T. B. MOLOMBY,  
General Superintendent Transportation

5503.10.23

However the 10.57 am down Maldon SaO and the 3 pm up Maldon SaO (neither of which were Shelbourne trains) were scheduled as mixed trains in order to provide another goods service to Maldon each week.

Over the years the gradual decrease in the frequency of the Shelbourne Mixed trains may be noted. The inaugural Shelbourne service in 1891 was by mixed train daily (cover). It was reduced to three days a week (MWFO) on 12 August 1897. When the rail motor commenced in 1923, the Shelbourne mixed was still running on three days a week (but not necessarily on MWFO). In June 1928 the Shelbourne service was reduced to two trains a week (MWO) and on 1 December 1930, the service was further reduced to one train a week (MO) Generally as the number of Maldon mixed trains decreased, the number of rail motor trips increased.

1924: Graph No 3 Circular S3400/24 (page 6) dated 9 July 1924 shows the additional trips by the rail motor scheduled for "workmen and scholars" This service was to commence on 1 August 1924 In other places I may have referred to "the additional trips" as "Workmen's Trains." The additional trips were an 8.6 am Castlemaine—Maldon daily (which here includes Saturdays), a 12.30 pm Castlemaine to Maldon Saturdays and a 5.30 pm Castlemaine to Maldon Saturdays Excepted

There were also "balancing" rail motor trips viz. the 7.20 am down daily, the 11.42 am up Saturdays Only and the 6.45 pm up Saturdays Excepted. While these trips were advertised as "taking passengers" they were scheduled only to place the rail motor for the next trip. The complete service was shown in the WTT dated 1 December 1924 (page 7).

1931: Graph No 4 Circular S685/31 ('roneoed', page 8) announced cancellations which were to begin on 2 March 1931 Two of the cancelled trains were the 6.40

am up daily (which connected to Melbourne) and its balancing rail motor the 7.40 am down. Both of these trains had commenced running on 1 August 1924.

Also cancelled was the 8.45 pm down daily, (the forerunner of which had been running at least since 1888) and its balance the 6.45 pm up.

The graph shows the remaining trains and rail motors at 2 March 1931.

**1934—1941**

I would have been pleased to finish this little piece of history with a swan song timetable and a graph, but a some of the small alterations shown below have been difficult to pin down.

By 1 October 1934 the 8.6 am up Maldon rail motor daily had been replaced by a 7.10 am SO (which made a Melbourne connection) and an 8.10 am SX (which I suppose was for "scholars and workmen").

The train services were then as shown in **Graph No 5**, which has been drawn from information in the WTT dated 28 March 1938 (*our page 10*)

**1940: Graph No 6** Between March and June 1940 the Coal Shortage caused at least four time tables to be issued by the VR announcing reductions in services on most Victorian lines. They included WTT 60/40 dated 31 March 1940, WTT 80/40 dated 28 April 1940, and WTT 100/40 dated 21 May 1940 (*our page 11, top*), the last of these showing that on the Maldon and Shelbourne lines, the complete service for a week consisted of one return Castlemaine-Shelbourne mixed and eleven return AEC rail motor trips. The Circular WTT 120/40 dated 17 June 1940 had the title Restoration of Country Train Services announced that Maldon and Shelbourne services went back to normal but didn't tell anyone what normal meant.

The 1 December 1940 issue of Bradshaw's Guide to Victoria (*page 11, bottom*) included the

**ADDITIONAL RAIL MOTOR SERVICE BETWEEN CASTLEMAINE AND MALDON**

S 3400/2H

9/7/24

Commencing FRIDAY, 1ST AUGUST, 1924, and until further notice the Rail Motor Car Service between Castlemaine and Maldon will be increased, and the extra service is as shown hereunder:—

**Castlemaine—Maldon.**

STATIONS.	(9) Rail Motor Daily.	(11) Rail Motor Daily. (Sats. Exc.)	(13) Rail Motor Sats.	Rail Motor Running Time (Without Trailer).
Down:	A.M.	P.M.	NOON	(Minutes)
Castlemaine E.S. ... Dep.	7 20	5 30	12 0	—
Maldon Junc. E.S. † ... "	7 22*	5 32*	12 2*	2
Muckleford ... "	7 37	5 47	12 17	14
Shelbourne Junc. N.C. ... "	7 53*	6 3*	12 33*	16
Maldon † ... Arr.	7 55	6 5	12 35	2
				34

**Maldon—Castlemaine.**

STATIONS.	(10) Rail Motor Daily.	(12) Rail Motor Sats.	(14) Rail Motor (Sats. Exc.)	Rail Motor Running Time (Without Trailer).
Up.	A.M.	P.M.	P. M.	(Minutes)
Maldon † ... Dep.	8 6	2 15	6 45	—
Shelbourne Junc. N.C. ... "	8 8*	2 17*	6 47*	2
Muckleford ... "	8 20	2 29	6 59	11
Maldon Junc. E.S. † ... "	8 34*	2 43*	7 13*	14
Castlemaine E.S. ... Arr.	8 36	2 45	7 15	2
	—1			29

In consequence of the Increased Rail Motor Service shown above, the 6.50 a.m. (No. 2) Up Rail Motor shown in Working Time Table will be altered to run EARLIER as under:—

---

**Rail Motor Daily.  
(No. 2 altered.)**

Up.	A.M.	
Maldon † ... Dep.	6 40	(Instead of 6.50 a.m.)
Shelbourne Jn. N.C. ... "	6 42*	} Without Trailer
Muckleford ... "	6 54	
Maldon Junc. E.S. † ... "	7 8*	
Castlemaine E.S. ... Arr.	7 10	Connect with 7.0 a.m. Bendigo-Melbourne passenger

---

The other regular Mixed and Rail Motor Car trips on this line will not be altered.

The 8.0 a.m. (No. 1) Down and 10 a.m. (No. 4) Up Powder Thursday (run when required) will be altered to run 45 minutes later in each direction.

With this additional service, it is considered that the use of the trailer on the line for the ordinary and new services, will be necessary only on rare occasions. The Stationmaster Castlemaine will please keep in close touch with this matter, and only use the trailer when necessary. This office (Room 2) to be advised by telegram whenever trailer is utilised.

The extra service is on trial only, and S.Ms., Castlemaine and Maldon will forward return of bookings and revenue, daily for first week, and weekly thereafter, to this office (Room 2).

All concerned to so arrange, and amend Working Time Table.

See C. 10/22 for special instructions governing the operation of Rail Motor Trains worked by internal Combustion Engines.

Extract of WTT 1-Dec-1924

**Down. CASTLEMAINE-SHELBOURNE.**

Height above Sea.	Miles.	STATIONS.	1 Rail Motor Daily.	3 Express.	5 Express.	7 Rail Motor Sat.	9 Rail Motor, Sat., Etc.	11 Express.
feet. 30	—	MELBOURNE W G —	dep. ...	A.M. 8 30	...	...	P.M. ...	P.M. 8 30
			arr. ...	10 42	...	...	...	8 24
918	78	CASTLEMAINE W G — E S	dep. ...	Rail Motor Tus. & Sat. ...	Mixed. Mon. Wed. Fri. ...	12 M 12 M	...	Rail Motor Daily.
918	79	Maldon Jct. E S †	dep. 7 20	10 57	10 57	12 30	5 30	8 45
906	84½	Muckeford	7 22	10 59	11 0	12 32	5 32	8 47
1177	88½	Shelbourne Jct. N C	7 37	11 14	11 16	12 47	5 47	9 2
			7 53	11 30	11 34	1 3	6 3	9 18
			arr. 7 55	11 32	11 37	1 5	6 5	9 20
1177	89	MALDON W †	dep. ...	...	P.M. 12 2	...	...	...
1177	89½	Shelbourne Jct. N C	...	...	12 5	...	...	...
819	95½	Pollard N C	...	...	12 29½	...	...	...
875	99½	Shelbourne †	arr. ...	...	12 49	...	...	...

**Up. SHELBOURNE-CASTLEMAINE.**

Height above Sea.	Miles.	STATIONS.	2 Rail Motor Daily.	4 Rail Motor Daily.	6 Rail Motor Sat.	8 Mixed Mon. Wed. Fri.	10 Rail Motor, Tus. & Sat.	12 Rail Motor Sat., etc.
feet. 875	—	Shelbourne †	dep. ...	A.M. ...	A.M. ...	P.M. ...	P.M. ...	P.M. ...
819	3½	Pollard N C	...	...	...	1 5	...	...
1177	8½	Shelbourne Jct. N C	...	...	...	1 45	...	...
			arr. ...	...	...	1 45	...	...
1177	10½	MALDON W †	dep. 6 40	8 6	11 42	3 0	3 0	6 45
1177	10½	Shelbourne Jct. N C	6 42	8 8	11 44	3 3	3 2	6 47
906	15	Muckeford	6 54	8 20	11 56	3 14	3 14	6 59
			...	...	P.M. ...	...	...	...
916	20½	Maldon Jct. † E S	7 8	8 34	12 10	...	3 28	7 13
			arr. 7 10	8 36	12 12	3 40	3 39	7 15
916	21½	CASTLEMAINE W G — E S	dep. ...	...	Pass. ...	Pass. Daily.	...	(A) Pass. Daily.
30	99½	MELBOURNE W G —	7 52	...	12 51	4 6	7 45	10 30
			arr. 10 35	...	3 50	7 22	...	...

See C10/22 for special instructions governing the operation of Rail Motor Trains worked by internal Combustion Engines.

(A)—See footnote "C" on page 12.

Maldon and Shelbourne trains for the last time and the service shown was very close to what was shown in the WTT dated 28 March 1938. It is known that the AEC rail motor left the area on 6 January 1941 and Passenger services are shown to

have ceased on these lines in Weekly Notice 8 of 1941.

I do not think that many readers will bother to study the graphs to see if the comparing of the graphs might be easier or more difficult than comparing the timetables

themselves [the editor did- and they are!]. From my position I am sure that I would never have finished the article if I had not had the graphs to lean on.

S.685/31

25th February, 1931.

(A.2)

CASTLEMAINE - MALDON LINE

Cancellation of 6.40 a.m. Up and 7.20 a.m. Down Rail Motor Trips Daily.

COMMENCING MONDAY, 2nd MARCH, 1931

S.282/31.

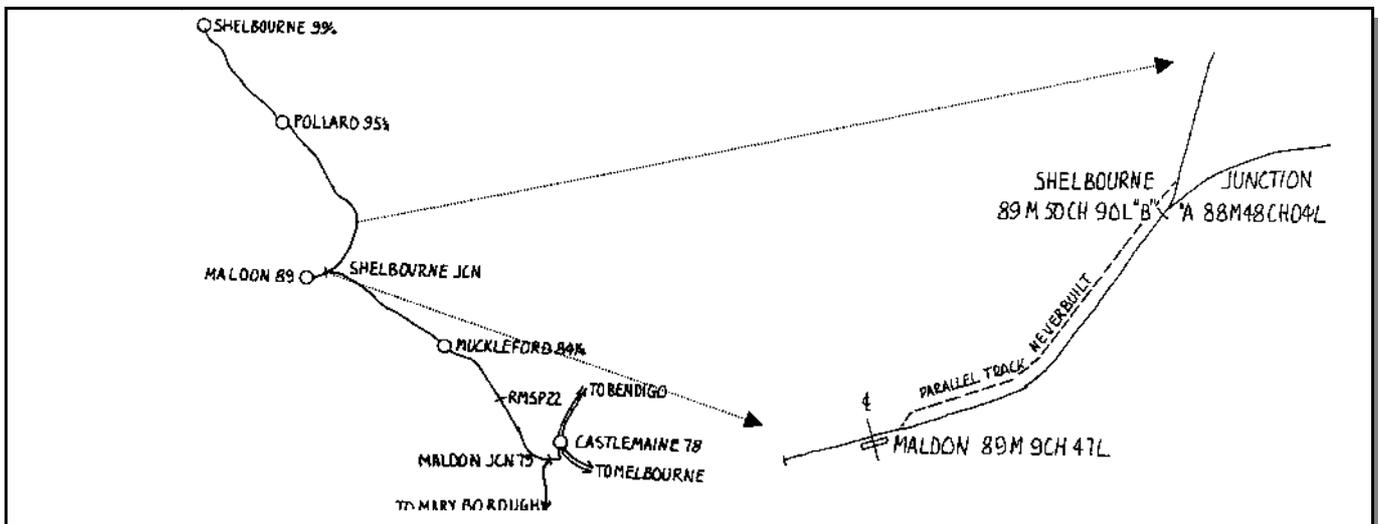
Commencing above date and until further notice the 6.40 a.m. Up and 7.20 a.m. Down Daily Rail Motor trips between Castlemaine and Maldon will be cancelled.

The full service will then be that as printed on reprinted page 23 of Working Time Table (S.5500/30) viz :-

		(No.3) Rail Motor Tu, Thr. Fri.Sat. A.M.	(No.5) Mixed Mon. Wed. A.M.	(No.7) Rail Motor Sats. P.M.	(No.9) Rail Motor Sats.exc. P.M.
DOWN -					
Castlemaine	dep	10.57	10.57	12.45	5.30
Maldon	arr	<u>11.32</u>	11.37	<u>1.20</u>	<u>6.5</u>
Maldon	dep	...	12.2	...	...
Shelbourne	arr	...	12.49	...	...
UP -		(No.4) Rail Motor Daily A.M.	(No.6) Rail Motor Tu.Thur Fri.Sat. NOON.	(No.8) Mixed Wed. NOON.	(No.10) Mixed Mon. P.M.
Shelbourne	dep	...	...	...	1.5
Maldon	arr	...	...	...	1.48
Maldon	dep	8.6	12.0	12.0	3.0
Castlemaine	arr	8.36	12.30 p.m.	12.40 p.m.	3.40

The cancellations, particularly the withdrawal of the 6.40 a.m. Up Rail Motor trip, to be made known in the district.  
NOTE:- THE 6.40 A.M. UP AND 7.20 A.M. DOWN RAIL MOTOR TRIPS WILL, HOWEVER, BE RUN SPECIALLY ON TUESDAY 3rd MARCH FOR THE PURPOSE OF CONVEYING FIREMEN FROM MALDON TO CASTLEMAINE VIDE A.400/31.

All concerned to note and so arrange.





Extract of WTT 28-March-1938

**Down. CASTLEMAINE—MALDON—SHELBOURNE.**

Height above Sea.	Miles.	STATIONS.	1 Pass. Daily.	3 "Great Northern Limited." Daily.	5	7 Rail Motor (A.E.C.) Sat.	9 Passenger. Sat. exc.	11	13
feet. 30	-	MELBOURNE W -- dep.	A.M. 8 10	A.M. 9 10			P.M. 2 40		
		arr.	10 37	11 2			5 7		
918	78	CASTLEMAINE W -- dep.	Mixed Mon. Wed.	Rail Motor (A.E.C.) Tues., Thu. Fri., Sat.			Rail Motor (A.E.C.) Sat. exc.		
		arr.	11 15	11 15			5 20		
918	79	Maldon Jct. † (See footnote)	11 18*	11 17*			5 22*		
	81½	Rail Motor Stopping Place (No. 22) N C							
908	84½	Muckleford N C (See footnote)	11 34	11 32			5 37		
1177	88½	Shelbourne Jct. N C ...	11 52*	11 48*			5 53*		
		arr.	11 55	11 50			5 55		
1177	89	MALDON W + ...	Mixed Mon. P.M.						
		dep.	12 12						
1177	89½	Shelbourne Jct. N C	12 15*						
819	95½	Pollard N C ...	12 39§						
675	99½	SHELBOURNE + ... arr.	1 5						

**Up. SHELBOURNE—MALDON—CASTLEMAINE.**

Height above Sea.	Miles.	STATIONS.	2 Rail Motor (A.E.C.) Sat.	4 Rail Motor (A.E.C.) Sat. exc.	6 Rail Motor (A.E.C.) Tu., Thur. Fri., Sat.	8	10 Mixed Mon.	12
feet. 675	-	SHELBOURNE + -- dep.	A.M.	A.M.	NOON.		P.M. 1 25	
819	3½	Pollard N C ...					2 8*	
1177	9½	Shelbourne Jct. N C ...					2 10	
		arr.					2 10	
1177	10½	MALDON W + ...					Mon. Wed.	
		dep.	7 10	8 10	12 0		2 55	
1177	10¾	Shelbourne Jct. N C ...	7 12*	8 12*	12 2*		2 58*	
908	15	Muckleford N C (See footnote)	7 22	8 22	12 12		3 9	
	17½	Rail Motor Stopping Place (No. 22) N C						
918	20½	Maldon Jct. † (See footnote)	7 38*	8 38*	12 28*		*	
		arr.	7 40	8 40	12 30		3 45	
918	21½	CASTLEMAINE W --	Pass. Daily		Pass. Daily.		Pass. Daily.	
		dep.	A.M. 7 45		P.M. 12 41		P.M. 4 10	
30	99½	MELBOURNE W -- arr.	9 43		2 45		6 25	

When Trailer attached, arrival time at Castlemaine and Maldon to be 5 minutes later than shown above.

See the General Appendix for special instructions governing the operation of Rail Motor Trains worked by Internal Combustion Engines.

AUTOMATIC SYSTEM of train signalling is in force between Castlemaine and Maldon Junction. See the General Appendix for instructions.

MALDON JUNCTION is an unattended junction worked in accordance with instructions in C.14/26 and the General Appendix.

Muckleford is open as an Intermediate Block Post as required. See the General Appendix for instructions.

For details of co-ordinated road motor service between Castlemaine and Maldon see Country Public Folder, or Wall Sheet No. 1, Table 6.

Extract of Coal Shortage WTT 21-May 1940

8

**CASTLEMAINE-MALDON-SHELBOURNE. SHELBOURNE-MALDON-CASTLEMAINE**  
(Full Service)

DOWN.	1	3	7	9	UP	2	6	10	12
	Paas. Daily	Great Northern Ltd. Mon.	Rail Mtr. (AEC) Sat.	Rail Mtr. (AEC) Sat. Exc.		Rail Mtr. (AEC) Daily	Rail Mtr. (AEC) Sat.	Mxd. Mon.	Rail Motor (AEC) Tu. W. Th. F.
Melbourne Dep.	a.m. 8 10	a.m. 9 10	p.m. ...	p.m. ...	Shelbourne Dep.	a.m. ...	noon ...	p.m. 1 25	p.m. ...
Castlemaine Arr.	10 44A	11 2	...	...	Pollard "	...	...	5	...
		Rail Mtr. (AEC) Mon. exc. a.m.			Maldon Arr.	...	---3	2 10	...
	Mxd. Mon. a.m.				" Dep.	7 10	12 0	2 55	4 0
" Dep.	11 15	11 15	12 45	5 20	Muckleford "	7 22	12 12	3 9	4 14
Stop. Place (No. 22) "	...	...	...	††	Stop. Place (No. 22) "	†	...	...	...
Muckleford "	11 34	11 32	1 2	5 37	Castlemaine Arr.	7 40	12 30	3 45	4 30
Maldon Arr.	11 55	11 50	1 20	5 55	Pass. Daily	Pass. M. Sat.	Pass. Daily	Pass. Daily	
" Dep.	12 12	---6	...	...	" Dep.	7 45	12 45	7 19	7 19
Pollard "	12 39§	...	...	...	Melbourne Arr.	9 58B	3 5	9 45	9 45
Shelbourne Arr.	1 5	...	...	...					

A—Arrives Castlemaine 10.37 a.m. Mondays.  
B—Arrives Melbourne 9.45 a.m. Mondays.

Extract of Bradshaw's Guide to Victoria 1-Dec-1940

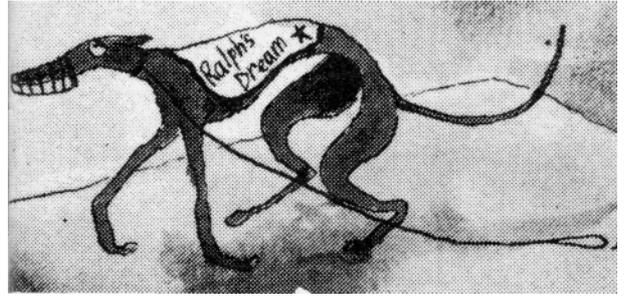
**Castlemaine to Maldon and Shelbourne.**

Down.	Mon	Mon exc	Sats only	Sats exc	Up			noon			Mon.		
	a m	a m	p m	p m		a m	a m	Tues	p m	p m	p m		
SPENCER ST.	9 10	9 10	--	2 40	SHELBOURNE	..	..	Thur	--	1 25	..		
CASTLEM'NE a.	11 2	11 2	--	5 7	Pollard	--	Sats	Fri	--	a	..		
					MALDON {	a. only	exc	Sat	Wed	2 10	..		
CASTLEM'NE d.	11 15	11 15	12 45	5 20	{ d.	7 10	8 10	12 0	2 45	2 55	..		
Muckleford ..	11 34	11 32	1 2	5 37	Muckleford ..	7 22	8 22	12 12	3 9	3 9	..		
	a	11 53	11 50	1 20	5 55	CASTLE-	a.	7 40	8 40	12 30	3 45	3 45	..
MALDON {	d	12 12	--	--	MAINE {	d.	7 45	..	12 41	4 10	4 10	..	
Pollard ..	12 39	..	..	..	SPENCER ST.	9 45	--	2 45	6 25	6 25	..		
SHELBOURNE	1 5	..	..	..									

¶ Stops when required

## Going to the Dogs

In the dead of night, some rather unusual trains arrived at Sydney's Mortuary Station, as **GEOFF LAMBERT** discovered in some old NSW working time tables. *Ralph's Dream*, by **MICHAEL LEUNIG**.



**S**YDNEY Regent St was the official name, but we know it as *Mortuary Station*—starting place for many a single journey. But men, dogs and children could also make a return journey from its sepulchral surrounds to *coursing* meetings at Wyong, Gosford, Wollongong and Dapto.

Coursing, or greyhound racing as many of us would more likely know it, has long been a feature of Australian life. A greyhound travelled with Cook and two came out with the First Fleet and were used for hunting. The first coursing meeting was held in 1867 and coursing took hold fairly quickly. Live hares were originally used as lures, but the introduction of the 'tin hare' from the U.S. in 1927 saw another leap in popularity. It

also saw the introduction of the PCH rail motors to NSW, and these too became known in consequence as *tin hares*. The 'industry' was somewhat renegade in nature, with much political wrangling over betting. In the mid 1930s, Australia-wide state-based legislation, regulatory authorities and a Greyhound Association were introduced. In consequence of this legitimization, new coursing circuits were established, including the legendary Dapto Dogs track, in February 1938. It seems that coursing trains began at about the same time as this rush of blood—the working time tables in this article are all dated 6 November 1938. Also at this time, most funeral trains ceased to operate from the Mortuary Station and it was renamed Regent St—in time to attract the grey-

hound traffic.

At this time, there were 4 coursing events held on weekdays at near-Sydney 'country' locations—Wollongong, Dapto, Gosford and Wyong and special trains ran to all of them. The first 3 of these were evening events, but the Wyong races were held in the afternoon.

Evening racing got underway at about 7:30 and this enabled Sydney patrons and their dogs to travel down after work, the trains usually departing between 5 and 6 pm. With the last race finishing after 10 pm, this meant a rather late arrival back in Sydney—certainly after midnight in most cases. On both the forward and return journeys the trains were tabled as limited expresses and ran to faster times than regular passenger trains. The load

### Running of Funeral Trains between Sydney and Woronora Cemetery on Week-days.

Station Masters at Illawarra and Bankstown Line Stations, including East Hills Line, will advise Station Master, Sydney, not later than 10.0 a.m. each day, whether or not there are any funerals to be conveyed by Funeral train to Woronora Cemetery, and when Funeral train is required to run. Station Master, Sydney, will immediately advise "Tables," Sydney, who will make the necessary arrangements.

### COURSING MEETINGS AT WOLLONGONG.

#### Special Passenger Trains—Sydney to Wollongong and Return.

**C 63**, Special Fast Pass. (6.0 p.m., Sydney—Regent Street—to Wollongong), will run regularly on Mondays, as tabled herein

The fares to be charged from Sydney, Hurstville, Sutherland and Helensburgh by **C 63** will be single fare for return journey; such tickets will be available only by **C 63** and **C 64**. Passengers from Bulli will be required to purchase ordinary tickets.

At other stations in the Metropolitan Area Return tickets at Single Fare will be issued to Wollongong (only), and holders will be permitted to travel by ordinary service between the issuing station and junction station to connect with the Special trains.

Special Excursion tickets to be used, and particular care taken to see that the tickets are endorsed "Coursing." Purchasers to be informed that the tickets are available for return on day of issue only by the Special trains.

In the 6-Nov-1938 Illawarra WTT, funeral trains still ran— but they were on their last legs, you might say. Dogs had largely replaced corpses as the 'traffic' from Regent St only a year or two before.

## COURSING MEETINGS AT WOLLONGONG—continued.

## Special Passenger Trains—Sydney to Wollongong and Return—continued.

**C 64**, Special Fast Pass. (10.55 p.m., Wollongong to Sydney), will run regularly on Mondays, as tabled herein, and on other days as may be arranged; when all concerned will be advised by printed notice or telegram.

Single tickets at ordinary fare are to be issued by **C 64** from Wollongong and in addition the holders of Return portions of Special and Cheap Excursion tickets issued from Metropolitan stations to Wollongong will be permitted to travel by the Special train.

Special Excursion and Cheap Excursion tickets in accordance with the provisions of Time-table books are not to be issued for travel by **C 64**.

Chief Ticket Inspector, Sydney, to arrange collection of tickets at Sydney.

Periodical tickets and passes will not be available by **C 64** unless authorised by Promoters.

## COURSING MEETINGS AT DAPTO.

## Special Passenger Trains—Sydney to Dapto and Return.

**C 65**, Special Fast Pass. (4.55 p.m., Sydney Regent Street—to Dapto) and **C 66**, Fast Pass. 10.30 p.m., Dapto to Sydney) will run regularly on Thursdays, as tabled herein.

## Ticket Arrangements.

Tickets at Single fare for the Return journey (minimum, 2s. 0d. First-class, 1s. 6d. Second-class) to be issued at Sydney, Wollongong, and intermediate stations, where timed to stop, to Dapto by **C 65** Special, available for return by **C 66** Special only.

At other stations in the Metropolitan Area Return tickets at Single fare will be issued to Dapto (only), and holders will be permitted to travel by ordinary service between the issuing station and junction station to connect with the Special trains.

Special Excursion tickets to be used, and particular care taken to see that the tickets are endorsed "Coursing." Purchasers to be informed that the tickets are available for return on day of issue only by the Special trains.

Single tickets at ordinary fares may be issued by **C 66** at Dapto.

**C 66** will stop at intermediate stations where required to set down. Station Master, Wollongong, to ascertain intermediate stoppages required (other than Sutherland, Hurstville, Sydenham and Redfern) and hand written directions to Guard and Driver of **C 66**.

Chief Ticket Inspector, Sydney, to arrange collection of tickets at Sydney.

Periodical tickets and passes will not be available by Special trains unless authorised by the Promoters.

*As ever, the NSW Railways were prolix in their traffic instructions, these occupied a prominent position right at the start of the Illawarra WTT.*

was usually a 6-car *LUB* set, plus 3 *RG* cars for the dogs and their attendants—enough for 366 humans and 96 greyhounds. The *RG* cars, modified *FA* cars, carried 26 humans down one side and 32 dogs down the other. At various times 32, 35 or 36-class engines hauled these trains. Probably the same carriage set was used each day to the different destinations.

It seems that, popular as they might be, these trains were not advertised

in the public time table. Certainly my 6th November 1938 PTT breathes not a word about dog-racing nor the dog-racing trains which appeared in the WTT (although the PTT is a July 1939 reprint).

The War put a stop to coursing and coursing trains, but both recommenced afterwards, although at least in the case of Gosford, not until 6 years afterwards. Coursing trains still appeared in the May-

1968 WTTs, but disappeared shortly thereafter. Coursing continues to operate at all venues (for Wollongong read Bulli). You can still probably travel to the meetings by train—but not from the bowels of a Mortuary Station and certainly not in the company of tongue-lolling, panting competitors in the dog-boxes at the head of the scurrying train.

304 DOWN. Sydney to Wollongong and Port Kembla—contd.

STATIONS.	WEEK-DAYS.									
	61a	131	125	C65	19	135	135	87	137	C68
	Goods.	Goods.	Fast Pass.	Fast Pass.	Goods.	Fast Pass.	Fast Pass.	Light Engine	Fast Pass.	Fast Pass.
Darling Harbour	dep	SE	C	F	O	S	C	S	F	W
Edfield Yards	...	3 20	...	...	...	...	...	...	...	...
SYDNEY (Steam Sta.)	...	4 55	...	...	...	...	...	...	...	...
Alexandria Sidings	...	5 17	...	...	...	...	...	...	...	...
WATERFALL	dep	4 55	5 32	5 42	6 13	6 14	6 19	...	6 43	6 50
Helsborough	arr	5 8	5 45	5 51	6 22	6 23	6 28	...	7 02	7 09
Metropolitan Colliery Jet	dep	5 12	5 49	...	...	...	...	...	...	...
Millyvale	arr	5 18	...	...	...	...	...	...	...	...
Jifford	dep	5 40	5 55	6 00	6 31	6 32	6 37	...	7 11	7 18
Hanwell Park	arr	...	...	...	...	...	...	...	...	...
Coal Cliff	dep	5 45	...	6 05	6 36	6 37	6 42	...	7 16	7 23
Coal Cliff Signal	arr	5 51	...	6 11	6 42	6 43	6 48	...	7 22	7 29
Coal Cliff South	dep	6 05	6 06	6 11	6 42	6 43	6 48	...	7 22	7 29
Clifton	arr	6 11	...	...	...	...	...	...	...	...
Jearborough	dep	6 25	6 14	6 14	6 45	6 46	6 51	7 00	7 24	7 31
Wombarna	arr	...	...	...	...	...	...	...	...	...
Soldado	dep	6 31	6 20	6 18	6 49	6 50	6 55	7 04	7 28	7 35
Auslinmer	arr	6 37	6 26	6 22	6 53	6 54	6 59	7 08	7 32	7 39
Thirrol	dep	...	...	6 25	6 56	6 57	7 02	7 11	7 35	7 42
Vulcan Firebrick Sidings	arr	...	...	...	...	...	...	...	...	...
Bull Coal Sidings	dep	...	...	...	...	...	...	...	...	...
Bull	arr	...	...	...	...	...	...	...	...	...
Woonona	dep	...	...	6 30	7 01	7 02	7 07	7 16	7 40	7 47
Woonona Signal Box	arr	...	...	...	...	...	...	...	...	...
Sellambi	dep	...	...	6 36	7 07	7 08	7 13	7 22	7 46	7 53
Carrimal	arr	...	...	...	...	...	...	...	...	...
Salgownie	dep	...	...	6 43	7 14	7 15	7 20	7 29	7 53	8 00
Ferns Pleasant Coke Works Sidings	arr	...	...	...	...	...	...	...	...	...
Ferns Pleasant	dep	...	...	...	...	...	...	...	...	...
North Wollongong	arr	...	...	6 46	7 17	7 18	7 23	7 32	7 56	8 03
Federal Coke Co.'s Sidings	dep	...	...	...	...	...	...	...	...	...
Mount Keira	arr	...	...	...	...	...	...	...	...	...
WOLLONGONG	dep	...	...	6 48	7 19	7 20	7 25	7 34	7 58	8 05
Coniston	arr	...	...	...	...	...	...	...	...	...
Coniston Brickworks Sidings	dep	...	...	...	...	...	...	...	...	...
Lysaght's	arr	...	...	...	...	...	...	...	...	...
Allan's Creek Signal Box	dep	...	...	...	...	...	...	...	...	...
Crimata	arr	...	...	...	...	...	...	...	...	...
A.L. & S. Co.'s Sidings	dep	...	...	...	...	...	...	...	...	...
Cringila	arr	...	...	...	...	...	...	...	...	...
Port Kembla North	dep	...	...	...	...	...	...	...	...	...
Port Kembla North Signal Box	arr	...	...	...	...	...	...	...	...	...
Port Kembla	dep	...	...	...	...	...	...	...	...	...
Returns on Up Journey as No...	...	...	148	...	...	98	...	...	...	68

Down trains to the Illawarra. Here we see two 4:55 pm trains—a regular “weekend” service for Friday nights, leaving from Sydney (Steam Station) and a slightly faster Thursdays Only service, departing from Regent St. Only the Friday train appeared in the public time table, in fact there was no mention at all of coursing trains in the PTT, even though they were passenger carrying services—and would take any one, including children, if they showed a desire to travel.

Newcastle to Sydney—continued.

UP.	WEEK-DAYS.							
	114	114	168	N104	418	76	78	78
	Fast Stock.	Fast Stock.	Empty Cars.	Coursing Train	Empty Rail Motor. †	Fast Stock.	Fast Stock.	Geo.
	G	F	F			G	G	
	9	FE	FO			9	9	
	p.m.	p.m.	p.m.			p.m.	p.m.	
NEWCASTLE	dep.	...	...	...	...	...	...	...
Woodville Junction	arr.	...	...	...	...	...	...	...
Broadmeadow	dep.	...	...	...	...	...	...	...
Broadmeadow	arr.	...	...	...	...	...	...	...
Broadmeadow	dep.	7 45	8 0	...	...	8 26	8 45	8 5
Passfield	arr.	...	...	...	...	...	...	...
Obaton Delany siding*	dep.	8 21	8 30	...	...	9 5	9 34	9 41
Obaton Delany siding*	arr.	...	...	...	...	...	...	...
Awaba	dep.	8 32	8 47	...	...	9 13	9 42	9 58
Awaba	arr.	...	...	...	...	...	...	...
Dora Creek	dep.	8 52	9 7	...	...	9 33	10 2	10 10
Dora Creek	arr.	...	...	...	...	...	...	...
Morisset	dep.	9 1	9 15	...	...	9 42	10 11	10 21
Morisset	arr.	...	...	...	...	...	...	...
Wyre	dep.	9 15	9 31	...	...	...	...	...
Wyre	arr.	...	...	...	...	...	...	...
Woongatta	dep.	9 21	9 25	...	...	10 19	10 37	10 49
Woongatta	arr.	...	...	...	...	...	...	...
Warrnsdale	dep.	9 38	...	...	...	10 19	10 48	11 0
Warrnsdale	arr.	...	...	...	...	...	...	...
Wyong	dep.	9 46	10 0	...	...	10 29	10 58	11 11
Wyong	arr.	...	...	...	...	...	...	...
Tuggerah	dep.	...	...	...	...	...	...	...
Tuggerah	arr.	...	...	...	...	...	...	...
Durinsbah	dep.	10 0	10 14	...	...	10 45	11 14	11 27
Durinsbah	arr.	...	...	...	...	...	...	...
Tharow	dep.	...	...	...	...	...	...	...
Tharow	arr.	...	...	...	...	...	...	...
Narata	dep.	10 15	10 30	...	...	10 54	11 23	11 36
Narata	arr.	...	...	...	...	...	...	...
North Gosford	dep.	...	...	...	...	...	...	...
North Gosford	arr.	...	...	...	...	...	...	...
COESFORD	dep.	10 15	10 30	10 45	10 55	11 0	11 29	11 42
Coesford	arr.	...	...	...	...	...	...	...
Point Clare	dep.	...	...	...	...	...	...	...
Point Clare	arr.	...	...	...	...	...	...	...
Therrell*	dep.	...	...	...	...	...	...	...
Therrell*	arr.	...	...	...	...	...	...	...
Koolwong*	dep.	...	...	...	...	...	...	...
Koolwong*	arr.	...	...	...	...	...	...	...
Woy Woy	dep.	10 35	10 50	10 55	10 54	11 14	11 43	11 56
Woy Woy	arr.	...	...	...	...	...	...	...
Davidson's siding*	dep.	...	...	...	...	...	...	...
Davidson's siding*	arr.	...	...	...	...	...	...	...
Moulumbidgee*	dep.	10 59	11 16	...	...	11 40	12 9	12 22
Moulumbidgee*	arr.	...	...	...	...	...	...	...
Hawkesbury River	dep.	11 6	11 23	11 31	11 34	11 47	12 16	12 29
Hawkesbury River	arr.	...	...	...	...	...	...	...
Cowan	dep.	11 33	11 50	...	...	12 14	12 43	1 0
Cowan	arr.	...	...	...	...	...	...	...
Borewina	dep.	11 35	11 53	11 51	11 50	12 17	12 46	1 0
Borewina	arr.	...	...	...	...	...	...	...
Mount Kuring-gai	dep.	...	...	...	...	...	...	...
Mount Kuring-gai	arr.	...	...	...	...	...	...	...
Mount Cole*	dep.	...	...	...	...	...	...	...
Mount Cole*	arr.	...	...	...	...	...	...	...
Asquith*	dep.	...	...	...	...	...	...	...
Asquith*	arr.	...	...	...	...	...	...	...
HORNSEY	dep.	12 3	12 20	12 27	12 27	12 44	1 13	1 26
Hornsey	arr.	...	...	...	...	...	...	...
North Strathfield Junction	arr.	12 10	12 30	12 32	12 32	1 25	1 50	2 0
North Strathfield Junction	dep.	12 43	1 7	1 7	1 7	1 29	1 58	2 11
Flemington	arr.	...	...	...	...	...	...	...
Flemington	dep.	...	...	...	...	...	...	...
Enfield Yards	arr.	...	...	...	...	...	...	...
Enfield Yards	dep.	...	...	...	...	...	...	...
Strathfield	arr.	...	...	...	...	...	...	...
Strathfield	dep.	...	...	...	...	...	...	...
SYDNEY	arr.	...	...	...	...	...	...	...
Harding Parkway	arr.	...	...	...	...	...	...	...

† No. 114 on Tuesdays departs Gosford at 10:53 p.m., Woy Woy pass 11:7 p.m., Aero 1 37:4 arrive 11:27 p.m., depart 11:31 p.m., Hawkesbury River arrive 11:35 p.m., depart 11:45; thence twenty-two minutes later than tabled to Hornsby pass 12:42 a.m., North Strathfield Jm pass 1:19 a.m., Flemington arrive 1:27 a.m. (Wednesdays).

Arriving in Sydney 'dog-tired', passengers, handlers and dogs were subjected to the eerie atmosphere of the Funeral Station in the post-midnight witching hours. The scene can be imagined. How did the dogs get home from Regent St, I wonder. Here N104, the Up Gosford, is actually shown in the tables as a 'coursing train'

# Timetable Oddity #3. A true *employee* timetable

*In January, the following notice appeared on Ebay's Employee Time Tables Auction page:*

'Austin & Northwestern Railroad (AUNW) employee Timetable No. 4, in effect October 30, 1988. 8"x11" and stapled at left side. One cover is heavier paper and timetable was meant to be folded in half, but never was.

'Very nice and unique timetable for a subsidiary railroad of RailTex, headquartered in San Antonio, Texas. Chock full of information with a very local flavor for the Giddings, Llano and Marble Falls Branches—all ex-Southern Pacific Railroad Lines in and around the Austin, Texas area. Includes a map and nice listings of stations on branch, including historical ones from past years. Near mint condition inside and out—hasn't been used.

'Nice short-line timetable for the general timetable collector -- and the last one of four done by a Locomotive Engineer/Conductor for the railroad while he worked there. Most of the timetable was hand done, and included paste-ups of various instructions that applied. Initially the timetable was created only as an example to get management interested in producing one, however the management just didn't see the need—and just decided to use the example as the official timetable.

'I am trying to thin out my very large collection, so I would like to see this home grown timetable go to a good home. These are the authentic timetables as I made them in 1988 and they will never again be produced as I destroyed the original page work. Thanks for taking a look, and good luck on your bid, should you choose to do so.

*Fairly obviously, the vendor of this item was also the author of these timetables, an obviously frustrated employee and TT fan. Do readers know of other examples of such enterprise?*

