

The Times

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LONDONDERRY AND LOUGH SWILLY RAILWAY CO.
The Letterkenny Railway and the Letterkenny and Burtonport Extension Railway
TRAIN SERVICES (From 2nd October, 1922)

DOWN TRAINS

Mls.	Chs.	STATIONS	No. 20		No. 21		*No. 22		No. 23	
			arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
		LONDONDERRY								
1	78	Gallagh Road	7 36	7 30	11 36	11 30			4 51	4 45
3	58	Bridge End	7 42	7 43	11 42	11 43	as required		4 57	4 58
5	14	Harefoot	7 46	7 47	11 46	11 47	as required		5 1	5 2
6	20	TOOBAN JUNCTION	Pass		Pass		Pass		Pass	
9	22	Carnwen	7 58	7 59	12 0	12 1		2 20	5 13	5 14
12	73	NEWTON	8 8		12 10		2 40		5 23	
			Cross No. 24		Cross No. 25					
			8 12		12 20			2 50		5 27
16	57	Sallybrook	8 27	8 28	12 35	12 36	as required		5 42	5 43
18	44	Manor	8 33	8 34	12 41	12 42	as required		5 48	5 49
20	45	Pluck	8 40	8 42	12 48	12 50	as required		5 55	5 57
24	60	LETTERKENNY	8 53		1 1		3 30		6 8	
				9 3				4 10		6 20
25	40	Oldtown	9 6	9 7				4 15	6 23	6 24
28	49	New Mills	9 15	9 16				4 27	6 32	6 33
30	1	Toeshall	9 24	9 25				4 42	6 41	6 42
33	43	Churchill	9 34	9 35				4 54	6 51	6 55
37	12	KILMACRENAN	9 47				5 20		7 7	
				9 50						7 12
45	32	CREESLOUGH	10 12				6 5			7 35
			Cross No. 25							
				10 19				6 20		7 40
46	46	Dunfanaghy	10 22	10 23				6 25	7 43	7 45
53	37	Falcarragh	10 49	10 51				7 0	8 11	8 13
56	59	Cadchnagoc	11 2	11 4				7 15	8 24	8 26
62	66	GWEDORE	11 19				7 40		8 41	
				11 29						8 46
65	79	Croly	11 37	11 39				7 51	8 54	8 55
71	40	Kincasslagh Road	11 55	11 57				8 10	9 11	9 12
72	73	Dungloe	12 0	12 4				8 16	9 15	9 16
74	36	BURTONPORT	12 8				8 20		9 20	

* Advice will be sent if this Train is to run.



The Railway Company that has only buses

DERRY - LETTERKENNY - FALCARRAGH - DUNGLOE

MONDAY - SATURDAY

	J	K	SO	L	K	M
Derry Dept.	0850	1230	1230	1500	1615	1700
Letterkenny Arr.	0850	1325	1325	1600	1715	1805
Letterkenny Dept.	1005	1330	1330	1615	1615	1805
Kilmacrennan	1030	1355	1355	1635	1635	1830
Creeslough	1045	1410	1410	1650	1650	1845
Port-Na-Blagh	1055	1420	1420	1700	1700	1855
Dunfanaghy	1100	1425	1425	1715	1715	1855
Falcarragh Arr.	1115	1440	1440	1730	1730	1925
Falcarragh Dept.	1200	1440	1440	1730	1730	1925
Gonahork	1210	1450	1450	1740	1740	1940
Ardabeg Road	1215	—	—	—	—	1945
Meenlaragh	1225	—	—	—	—	1955
Knockola	1240	—	—	—	—	2010
Gweedore Stn.	—	1905	1905	1755	1755	—
Derrybeg	1300	1510	1510	1800	1800	2030
Bunbeg x Rd.	1305	1515	1515	1805	1805	2035
Croly	1315	1525	1525	1815	1815	2045
Loughanure	—	1530	1530	1820	1820	2050
Ardnaghy	1325	—	—	—	—	—
Kincasslagh	1335	—	—	—	—	—
Burtonport	1350	—	—	—	—	—
Dungloe Arr.	1400	1545	1545	1835	1835	2105

Symbol J - Change bus at Falcarragh for Dungloe.
 Symbol K - Mon - Fri. only service - change bus at Letterkenny for Dungloe.
 Symbol L - This service does not operate on Tuesdays & Saturdays.
 Symbol M - Change bus at Letterkenny + Dunfanaghy for Dungloe.
 Bus will stop elsewhere on request. No Sunday bus service.



DUNGLOE - FALCARRAGH - LETTERKENNY - DERRY

MONDAY - SATURDAY

	N	SO	O	N	SO	N	P
Dungloe Dept.	0900	0930	—	—	—	1600	1605
Burtonport	—	0910	—	—	—	—	1620
Kincasslagh	—	0920	—	—	—	—	1630
Ardnaghy	—	0930	—	—	—	—	1645
Loughanure	—	—	0940	—	—	1610	—
Croly	—	0945	0945	—	—	1615	1705
Bunbeg x Rd.	—	0955	0955	—	—	1620	1715
Derrybeg	—	1010	1000	—	—	1625	1720
Gweedore Stn.	—	—	1010	—	—	1635	—
Knockola	—	1015	—	—	—	—	1735
Meenlaragh	—	1030	—	—	—	—	1745
Ardabeg Road	—	1040	—	—	—	—	1755
Gonahork	—	1050	1025	—	—	1650	1805
Falcarragh Arr.	—	1100	1035	—	—	1700	1815
Falcarragh Dept.	—	1200	1035	—	—	1700	1840
Dunfanaghy	—	0730	1055	—	—	1715	1715
Port-Na-Blagh	—	0735	1030	1100	—	1725	1725
Creeslough	—	0745	0745	1240	1110	1735	1735
Kilmacrennan	—	0800	0800	1255	1125	1750	1750
Letterkenny Arr.	—	0820	0820	1320	1145	1810	1810
Letterkenny Dept.	0745	0835	0910	1000	1330	1200	1500
Derry	0840	0940	1015	1055	1425	1235	1555

Symbol N - This service operates Monday - Friday only.
 Symbol O - Change bus at Falcarragh and Letterkenny.
 Symbol P - Change bus at Letterkenny for Derry.
 is will stop elsewhere on request.
 > Sunday bus service.

The Times

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Editor	Geoff Lambert
Editorial Team	Victor Isaacs, Duncan MacAuslan.
Contacting the Editor	The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094 Email: G.Lambert@unsw.edu.au Phone 61 2 9949 3521; Fax 61 2 9948 7862
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AATTC Who's who

President	Graham Duffin	P.O. Box 13074 Brisbane George St. Qld 4003	(07) 3275-1833
Vice-President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Secretary	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Treasurer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Auctioneer	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Distribution Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Editor, Table Talk	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Membership Officer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Public Officer	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9527-6636
Production Manager	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Promotions Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Committee member	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
"	Joe Friedman	4 Ringwood Court ROBINA QLD 4226 jfriedman@goldcoast.qld.gov.au	(07) 5575-907
"	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
"	Michael Smith	9/26-30 Linda St HORNSBY NSW 2077	0407 218 962
"	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Sydney Convenor	Chris Noman	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	(02) 9890-4502

Overnight from Hobart to Launceston

The Editor has 'been there, done that'—travelled from Hobart to Launceston on a 30-car overnight passenger train, transferring at Western Junction to a Western line train at 3 a.m.—and sharing the latter with a passenger for Oaks. Such is Tasmania, a place of surpassing railway strangeness. Here, VICTOR ISAACS explains some of it—and how we Tasmanians got to be that way.

ONE of the more unlikely train services in Australia, but one which lasted for a number of years, was an overnight service from Hobart to Launceston - a mere 133 miles/213 kilometres. Passengers were even offered sleeping berths for this journey!

In last month's Times, I noted the availability of railway timetables in the annual publication, Walch's Tasmanian Almanac. As stated there, Walch provides only a rough guide to timetable changes (because it only appeared annually) but an accessible one.

The timetable of the Tasmanian Main Line Railway Company first appeared in the Almanac's 1876 issue as an Express and a Mixed

train daily. This was also the case in 1877 (below).

The overnight train first appeared in the timetable included in the 1878 issue (see the illustration). It is designated a Mail train. The extraordinary feature is how long the journey took. The time seems unnecessarily long. This is because the Mails left both Hobart and Launceston fairly early in the evening - 7 pm, but stood still half way for a very long time. The southbound train stopped at Antill Ponds for four hours! - 11 pm until 3.00 am. The northbound stopped at Antill Ponds for "only" 3 hours and 50 minutes! - from 11.40 pm until 3.30 am.

In the 1882 Almanac (not shown),

the timetable shows that the long stop had been transferred to Oatlands, and reduced to 3 hours in each direction.

The 1885 edition (page 5) records an improvement in overall journey times. This came about by deferring the departure time from Hobart by an hour until 8 pm, and from Launceston by an hour and a half until 8.30 pm, and correspondingly reducing the stand at Oatlands.

From 1888, the train was redesignated "Mail and Passenger" but in 1891 it became "Mail and Freight". Oatlands was renamed Parattah Junction from 1888.

(Continued on page 5)

Single Fares.†				Hobart Town to Launceston.		Miles from Hobart Town	Hobart Town to Launceston, Read Down.		Launceston to Hobart Town, Read Up.		Miles from Launceston	Launceston to Hobart Town.		Single Fares.†					
Express.		Mixed.		Express	Mixed		Express	Mixed	Express	Mixed		Express	Mixed	Express	Mixed	2 Cl.	1 Cl.	1 Cl.	2 Cl.
1 Cl.	2 Cl.	1 Cl.	2 Cl.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
..	..	1	0	0	8	8'0	9'30	..	..	..	..	8'45	5'40	32	0'21	6'28	0'19	0	0
3	3	2	2	6	2	8'35	10'10	12'4	..	..	..	5'20	..	..	..	28	0'19	0	0
..	..	3	0	2	3	..	10'15	13'4	..	..	..	4'55	..	..	..	27	0'18	0	0
4	6	3	0	3	6	8'50	10'35	17'4	..	..	..	8'2	4'35	28	0'19	0'26	0'17	6	6
..	..	5	0	3	6	..	10'50	21	..	..	..	4'10	..	..	..	26	0'17	6	6
7	0	4	8	5	6	9'15	11'20	27'4	..	..	..	7'37	5'45	25	6'17	6'24	0'15	6	6
9	9	6	6	8	6	9'45	12'20	39	..	..	..	7'5	5'55	22	6'15	6'21	0'14	6	6
..	..	11	6	8	0	..	1'5	46'4	..	..	..	2'10	..	..	..	20	9'14	6	6
..	..	11	6	8	0	..	1'20	51'4	..	..	..	1'55	..	..	..	20	0'13	8	8
14	0	9	4	11	6	8	0	10'35	..	..	..	1'45	..	..	..	..	..	..	..
..	..	14	0	9	6	..	1'42	57'4	..	..	..	6'15	1'35	18	6'12	6'16	6'11	0	0
..	..	14	0	9	6	..	2'0	62'4	..	..	..	1'20	..	..	..	16	6'11	0	0
17	0	11	4	14	0	9	6	11'10	..	..	..	1'10	..	..	..	16	6'11	0	0
..	..	18	0	12	0	..	2'25	68	..	..	..	5'40	12'45	..	..	..	..	..	..
..	..	18	0	12	0	..	2'45	74	..	..	..	5'35	12'40	15	6'10	6'13	6'9	0	0
21	0	14	0	19	0	12	5	11'45	3'5	74	..	12'20	..	..	..	18	6'9	0	0
..	..	..	..	..	..	..	3'35	83'4	..	..	..	11'50	..	..	..	..	..	..	..
22	9	15	2	20	0	14	0	12'5	..	..	..	5'5	11'25	11	6'8	0'10	6'7	0	0
24	6	16	4	20	6	14	6	12'18	4'30	98	..	4'45	11'0	10	0'6	6'9	6'6	0	0
..	..	24	9	16	6	..	4'38	101	..	..	..	4'30	10'35	8	0'6	0'7	6'5	0	0
..	..	26	0	17	6	..	4'45	105	..	..	..	32	10'25	..	..	7'6	5'0	0	0
..	..	26	0	17	6	..	5'5	112	..	..	..	28	10'10	..	..	6'0	4'6	2	2
..	..	26	0	17	6	1'10	5'30	120	..	..	..	21	9'45	..	..	4'6	3'2	0	0
30	0	20	0	26	0	17	6	1'15	5'35	122	..	13	3'38	9'20	2'0	1'6	2'0	1'6	6
31	0	20	0	27	0	18	0	..	5'50	126	..	11	3'30	9'10	2'0	1'6	2'0	1'6	6
31	0	21	0	27	0	18	6	..	6'0	129	..	7'4	8'50	1'6	1'3	1'6	1'6	1'3	3
31	0	21	0	27	0	18	6	..	6'0	129	..	4	8'40	1'0	0'8	1'0	0'8	0	8
32	0	21	0	28	0	19	0	1'45	6'10	133	..	..	8'30	..	..	..	..	..	..

* Trains only stop at these places when there are passengers to set down and take up. † Return charge, single fare and a half.

TASMANIAN MAIN LINE RAILWAY.

HOBART TOWN TO AND FROM LAUNCESTON.

1878

Single Fares.†				Hobart Town to Launceston.			Miles from Hobart Town	Hobart Town to Launceston, Read Down.		Launceston to Hobart Town, Read Up.		Launceston to Hobart Town.			Single Fares.†								
Express.		Mixed and Mail.		Exp.	Mixed	Mail		Read Down.	Read Up.	Exp.	Mixed	Mail	Hobart Town..		Express.		Mixed and Mail.						
1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.					
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	s. d.	s. d.	s. d.	s. d.					
..	..	0	8	0	6	..	8:0	10:30	7:0	..	..	..	133	8:45	6:30	7:40	32	0	21	6:28	0:19	0	0
..	..	1	0	0	8	..	10:40	7:8	..	..	..	..	130	..	6:14	7:27	..	..	..	28	0:19	0	0
3	3	2	2	2	0	8:35	11:10	7:40	12:0	12:0	12:0	12:0	126	..	6:6	7:15	..	..	..	28	0:19	0	0
..	..	3	0	2	3	..	11:15	7:45	13:0	13:0	13:0	13:0	120	8:10	5:46	6:55	29	6:20	0	27	6:18	6:0	0
4	6	3	0	3	0	8:50	11:35	8:0	17:0	17:0	17:0	17:0	119	..	5:42	6:50	..	..	..	27	0:18	0	0
..	..	5	0	3	6	..	11:50	8:20	21:0	21:0	21:0	21:0	115	8:0	5:25	6:35	28	0	19	0	26	0:17	0
7	0	4	8	5	6	9:15	12:20	8:45	27:0	27:0	27:0	27:0	112	..	5:10	6:20	..	..	..	26	6:17	6	0
..	..	7	0	5	0	..	..	9:5	32:0	32:0	32:0	32:0	105	7:35	4:45	5:55	25	6:17	6:24	0	15	6	0
9	9	6	6	8	6	9:45	1:10	9:30	39:0	39:0	39:0	39:0	101	..	..	5:30	..	..	..	23	6:15	6	0
..	..	11	6	8	0	..	2:0	10:15	46:0	46:0	46:0	46:0	94	7:0	4:0	5:10	22	6:15	6:21	0	14	3	0
..	..	11	6	8	0	..	2:20	10:35	51:0	51:0	51:0	51:0	86	..	3:15	4:30	..	..	..	20	9:14	6	0
14	0	9	4	11	6	10:35	2:35	10:50	55:0	55:0	55:0	55:0	81	..	2:55	4:10	..	..	..	20	0:13	6	0
..	..	..	..	..	..	..	2:45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	14	0	9	6	..	2:55	11:0	57:0	57:0	57:0	57:0	..	..	2:40	..	..	..	..	..	..	..	..
..	..	14	0	9	6	..	3:20	11:15	62:0	62:0	62:0	62:0	..	..	3:55	18	6:12	6:16	6:11	0	0	0	0
17	0	11	4	14	0	11:10	3:45	11:40	68:0	68:0	68:0	68:0	..	..	2:20	..	..	..	..	16	6:11	0	0
..	..	..	..	..	..	..	A.M.	A.M.	..	..	..	..	..	..	1:58	3:25	..	..	..	16	6:11	0	0
..	..	17	6	11	8	..	4:5	3:30	..	..	..	..	..	..	3:0	..	..	..	..	..	..	..	..
..	..	18	0	12	6	..	4:30	3:55	74:0	74:0	74:0	74:0	..	..	10:50	..	..	..	..	13	6:9	0	0
21	0	14	0	19	0	11:45	5:0	4:30	83:0	83:0	83:0	83:0	..	..	12:30	10:35	..	..	..	13	6:9	0	0
..	..	..	..	..	..	..	P.M.	5:5	4:35	..	..	..	..	..	11:50	10:5	..	..	..	..	..	..	..
22	9	15	2	20	0	12:5	5:30	4:55	91:0	91:0	91:0	91:0	..	..	10:0	11	6	8	0	10	6	7	0
24	6	16	4	20	6	12:18	5:52	5:20	98:0	98:0	98:0	98:0	..	..	9:35	10	6	6	0	9	6	6	0
..	..	24	9	17	6	..	6:4	5:33	101:0	101:0	101:0	101:0	..	..	9:0	..	..	..	..	7	6	5	0
..	..	26	0	17	6	..	6:20	5:50	105:0	105:0	105:0	105:0	..	..	10:22	3:45	..	..	..	7	6	5	0
..	..	26	0	17	6	..	6:48	6:20	112:0	112:0	112:0	112:0	..	..	9:54	8:15	..	..	..	4	6	3	0
..	..	26	0	17	6	..	..	6:35	115:0	115:0	115:0	115:0	..	..	8:0	..	..	..	..	4	0	3	0
30	0	20	0	26	0	1:10	7:20	6:50	120:0	120:0	120:0	120:0	..	..	9:20	7:45	2	0	1	6	2	0	1
30	0	20	0	26	0	1:15	7:35	7:0	122:0	122:0	122:0	122:0	..	..	9:10	7:35	2	0	1	6	2	0	1
31	0	20	0	27	0	..	7:44	7:16	126:0	126:0	126:0	126:0	..	..	8:0	8:15	..	..	..	4	6	3	0
31	6	21	0	27	0	..	7:55	7:26	129:0	129:0	129:0	129:0	..	..	7:22	1	6	1	3	1	6	1	0
32	0	21	6	28	0	1:45	8:10	7:40	133:0	133:0	133:0	133:0	..	..	7:12	1	0	0	8	1	0	0	0

TASMANIAN MAIN LINE RAILWAY.
HOBART TOWN TO AND FROM LAUNCESTON.

132

1879

FARES.				Hobart Town to Launceston.			Miles from Hobart Town	Hobart Town to Launceston, Read Down.		Launceston to Hobart Town, Read Up.		Launceston to Hobart Town.			FARES.								
Single.		Return.		Exp.	Mixed	Mail		Read Down.	Read Up.	Exp.	Mixed	Mail	Hobart Town..		Single.		Return.						
1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.	1 Cl.	2 Cl.					
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	s. d.	s. d.	s. d.	s. d.					
0	6	0	4	0	0	6	8:0	10:30	7:0	..	..	..	133	8:45	6:30	7:40	31	6:21	6:47	6:32	0	0
1	0	0	8	1	0	0	10:40	7:8	..	..	..	..	130	..	6:14	7:27	51	0:21	2:46	9:31	0	0
2	9	1	10	4	0	2	11:10	7:40	12:0	12:0	12:0	12:0	126	..	6:6	7:15	30	6:20	10:46	0:31	0	0	
3	0	2	0	4	6	3	11:15	7:45	13:0	13:0	13:0	13:0	120	8:10	5:46	6:55	29	9:19	8:43	0:29	0	0	
3	9	2	6	0	3	9	11:35	8:0	17:0	17:0	17:0	17:0	119	..	5:42	6:50	28	6:19	6:43	0:29	0	0	
4	9	3	6	7	6	4	11:50	8:20	21:0	21:0	21:0	21:0	115	8:0	5:25	6:35	27	9:19	0:41	6:28	3	0	
6	3	4	4	9	6	3	12:20	8:45	27:0	27:0	27:0	27:0	112	..	5:10	6:20	26	9:18	0:40	6:27	3	0	
7	3	5	0	11	0	7	..	9:5	32:0	32:0	32:0	32:0	105	7:35	4:45	5:55	25	3:17	2:38	0:25	0	0	
9	3	6	14	0	9	3	9:45	1:10	9:30	39:0	39:0	39:0	101	..	..	5:30	24	5:16	6:36	8:24	9	0
11	0	7	0	16	8	11	0	2:0	10:15	46:0	46:0	46:0	94	7:0	4:0	5:10	22	5:15	2:33	8:22	9	0	
12	3	8	4	18	6	12	0	2:20	10:35	51:0	51:0	51:0	86	..	3:15	4:30	20	5:14	0:31	8:21	0	0	
13	3	9	0	20	0	13	0	2:35	10:50	55:0	55:0	55:0	81	..	2:55	4:10	19	5:13	2:29	2:19	9	0	
..	2:45
13	9	9	4	20	0	13	9	2:55	11:0	57:0	57:0	57:0	2:40
15	0	10	2	22	8	15	0	3:20	11:15	62:0	62:0	62:0	3:55	18	6:12	6:16	6:11	0	0	0	0
16	6	11	2	24	11	16	0	3:45	11:40	68:0	68:0	68:0	3:0	15	2:10	4:22	9:15	6	0	0	0
..	A.M.	A.M.
17	0	11	6	25	8	17	0	4:5	3:30	..	..	..	..	..	10:50	14	8:10	0:22	..	..	..	..
18	0	12	2	27	2	18	0	4:30	3:55	74:0	74:0	74:0	10:35	13	8:9	4:20	6:14	0	0	0	0
20	3	13	8	30	6	20	3	5:0	4:30	83:0	83:0	83:0	..	..	11:50	10:5	11	5:7	10:17	2:11	9	0
..	P.M.	5:5	4:35	10:0
22	3	15	0	33	6	22	3	5:30	4:55	91:0	91:0	91:0	..	..	9:35	9	5	6	14	2	9	9

TASMANIAN MAIN LINE RAILWAY.

TASMANIAN MAIN LINE RAILWAY.

TO LAUNCESTON

TO HOBART.

Distance from Hobart.	Leaves Stations at	TIME.			FARES.				
		Express	Ordury	Mail	Single.		Return.		
					1st Cl.	2nd Cl.	1st Cl.	2nd Cl.	
Miles		a.m.	a.m.	p.m.	s. d.	s. d.	s. d.	s. d.	
	HOBART	8.0	10.30	8.0	..	..	..	..
2 ¹ / ₂	Royal Society Gardens .. ..	..	..	..	0 4	0 3	0 0	0 4
4 ¹ / ₂	Blidon Road .. ..	..	10.40	8.10	0 6	0 4	0 0	0 6
4 ¹ / ₂	New Town (Coolay's) .. ..	..	10.45	8.14	0 6	0 4	0 0	0 6
7 ¹ / ₂	O'BRIEN'S BRIDGE .. ..	..	10.50	8.23	0 9	0 6	1 0	0 9
9 ¹ / ₂	Burriale Road .. ..	..	11.0	8.35	1 2	0 10	1 9	1 3
9 ¹ / ₂	Austin's Ferry .. ..	..	11.6	8.43	1 8	1 0	2 6	1 8
12 ¹ / ₂	NEW NORFOLK ROAD	8.30	11.15	8.55	2 2	1 8	3 3	2 6	
13 ¹ / ₂	North Bridgewater .. ..	..	11.20	9.0	2 4	1 9	3 6	3 0
16 ¹ / ₂	Crooked Billet Crossing .. ..	..	11.30	..	2 8	2 0	4 0	3 0
17 ¹ / ₂	BRIGHTON	8.45	11.38	9.18	3 0	2 3	4 6	3 4	
21	Tea Tree .. ..	..	11.50	9.33	4 0	3 0	6 0	4 0
		p.m.							
25	Richmond Road .. ..	..	12.5	..	5 0	3 6	7 8	5 0
27 ¹ / ₂	CAMPANIA	9.10	12.20	10.0	5 3	4 0	8 0	5 3	
31 ¹ / ₂	Lower Jerusalem .. ..	..	12.40	10.18	6 3	4 3	9 6	6 3
30	JERUSALEM	9.45	1.0	10.48	8 3	5 9	12 6	8 3	
40 ¹ / ₂	Flat Top	10.5	1.52	11.33	10 0	6 9	15 0	10 0
51 ¹ / ₂	Jericho .. ..	..	2.12	11.53	11 0	7 9	16 9	11 0
		A.M.							
65	OATLANDS { Arrive	10.35	2.27	..	12 0	8 0	18 3	12 0	
	{ Leave	10.45	3.0	2.15	..	..	..	..
57 ¹ / ₂	Eastern Marshes .. ..	..	3.10	2.25	12 6	8 6	19 0	12 6
62 ¹ / ₂	York Plains .. ..	..	3.30	2.45	13 9	9 3	21 0	13 9
	ANTILL PONDS { Arrive .. ..	..	..	3.10	15 3	10 3	23 0	15 3
	{ Leave	11.15	3.55	3.15	..	..	..	..
70 ¹ / ₂	Antill Ponds Post Office .. ..	..	..	3.23	15 9	10 6	23 0	15 9
74 ¹ / ₂	Tunbridge .. ..	..	4.15	3.30	16 9	11 3	25 0	16 9
83	ROSS { Arrive	11.45	4.50	4.15	19 0	12 9	28 3	19 0	
	{ Leave	p.m.	5.5	4.20	..	..	..	..
91	CAMPBELL TOWN	12.5	5.30	4.52	20 9	13 9	31 0	20 9	
101 ¹ / ₂	CORNER'S (Fingal Road)	12.24	5.52	5.20	22 6	15 0	33 0	22 6	
101 ¹ / ₂	Cleveland .. ..	..	..	5.4	23 3	15 0	34 0	23 3
106 ¹ / ₂	EPPING FOREST	12.36	6.20	5.50	24 3	16 0	36 0	24 3	
111 ¹ / ₂	Snake Banks .. ..	..	..	6.18	25 6	17 0	38 6	25 6
115 ¹ / ₂	Clarendon .. ..	..	..	6.30	26 6	17 0	40 0	26 6
120	EVANDALE { Arrive .. ..	..	..	..	28 0	18 6	42 0	28 0
	{ Leave	1.10	7.20	6.50	..	..	..	..
122	EVANDALE JUNCTION	1.15	7.35	7.0	28 3	18 9	42 3	28 3	
126 ¹ / ₂	Breadalbane .. ..	..	..	7.41	28 9	19 0	43 0	28 9
129 ¹ / ₂	St. Leonard's	1.35	7.55	7.26	29 6	19 6	44 0	29 6	
133 ¹ / ₂	LAUNCESTON	1.45	8.10	7.40	30 0	20 0	45 0	30 0	

Distance from Launceston.	Leave Stations at	TIME.			FARES.			
		Ordury	Express	Mail	Single.		Return.	
					1st Cl.	2nd Cl.	1st Cl.	2nd Cl.
Miles		a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
	LAUNCESTON	8.30	3.0	8.30	..	..	..	..
4 ¹ / ₂	St. Leonard's	8.43	3.9	8.42	0 9	0 6	1 0	0 10
7 ¹ / ₂	Breadalbane .. ..	..	..	8.55	1 6	1 3	2 3	2 0
11	EVANDALE JUNCTION	9.10	3.30	9.5	2 0	1 6	3 0	2 3
13	EVANDALE	9.20	3.38	9.15	2 2	1 8	3 3	2 6
18 ¹ / ₂	Clarendon .. ..	..	..	9.35	3 3	2 6	5 0	3 6
22 ¹ / ₂	Snake Banks .. ..	..	..	9.54	..	3 0	6 0	4 0
28	EPPING FOREST	10.22	4.8	10.15	5 0	4 0	8 0	5 0
32 ¹ / ₂	Cleveland	10.38	..	10.30	6 0	4 0	10 8	6 0
35	CORNER'S (Fingal Road)	10.50	4.23	10.44	7 6	5 0	11 8	7 6
42	CAMPBELL TOWN	11.15	4.38	11.12	9 3	6 3	14 0	9 3
50	ROSS { Arrive	11.45	5.0	11.45	11 0	7 3	19 9	11 0
	{ Leave	11.50	..	11.50	..	..	..	..
		p.m.	a.m.					
59 ¹ / ₂	Tunbridge	12.30	..	12.20	13 3	8 9	20 0	13 3
63 ¹ / ₂	Antill Ponds Post Office	12.46	..	12.36	14 3	9 6	21 3	14 3
65	ANTILL PONDS { Arrive	12.55	..	12.44	14 9	9 9	22 0	14 9
	{ Leave	1.0	5.30	12.50	..	..	..	..
70 ¹ / ₂	York Plains .. ..	..	..	1.15	16 3	10 9	24 0	16 3
74 ¹ / ₂	Eastern Marshes .. ..	..	..	1.50	..	11 6	26 0	17 6
78	OATLANDS { Arrive .. ..	..	..	2.0	17 6	12 0	26 9	18 0
	{ Leave	2.28	6.10	3.15	..	..	..	..
81 ¹ / ₂	Jericho .. ..	..	..	2.42	..	12 3	28 3	19 0
86 ¹ / ₂	Flat Top .. ..	..	..	3.2	0.30	13 3	30 0	20 0
94	JERUSALEM .. ..	..	..	3.45	7.0	14 3	32 0	21 9
102 ¹ / ₂	Lower Jerusalem .. ..	..	..	4.5	4.55	15 9	35 6	23 9
106 ¹ / ₂	CAMPANIA .. ..	..	..	4.35	7.30	16 0	37 0	24 9
108 ¹ / ₂	Richmond Road .. ..	..	..	4.45	..	17 0	37 9	25 0
112 ¹ / ₂	Tea Tree .. ..	..	..	5.0	..	17 0	39 0	26 0
115 ¹ / ₂	BRIGHTON .. ..	..	..	5.18	8.0	17 9	40 6	27 0
117 ¹ / ₂	Crooked Billet Crossing .. ..	..	..	..	..	..	..	..
119 ¹ / ₂	North Bridgewater .. ..	..	..	5.36	..	18 3	41 6	27 9
120 ¹ / ₂	NEW NORFOLK ROAD .. ..	..	..	5.46	8.15	18 6	41 9	28 0
123 ¹ / ₂	Austin's Ferry .. ..	..	..	5.54	..	19 0	42 0	28 6
127 ¹ / ₂	Burriale Road .. ..	..	..	6.1	..	19 3	43 3	29 0
129 ¹ / ₂	O'BRIEN'S BRIDGE .. ..	..	..	6.0	8.30	19 6	44 0	29 3
129 ¹ / ₂	New Town (Coolay's) .. ..	..	..	6.14	..	20 0	44 3	29 0
130 ¹ / ₂	Blidon Road .. ..	..	..	6.18	..	20 0	44 6	30 0
131 ¹ / ₂	Royal Society Gardens .. ..	..	..	..	..	..	..	..
133 ¹ / ₂	HOBART	6.30	8.45	7.10	30 0	20 0	45 0	30 0

* Trains only stop at these places when there are passengers to set down and take up.

* Trains only stop at these places when there are passengers to set down and take up.

(Continued from page 3)

The 1891 edition records that the departure time from Hobart had now been put back a further two and three quarters to 10.45 pm, and the departure from Launceston two hours until 10.30 pm. Accordingly, the long waits at Parattah Junction were now reduced to more normal 30 or 20 minutes respectively.

A refinement was introduced from 6 July 1891. The TGR converted two first class bogie saloon carriages inherited from the Tasmanian Main Line Railway Company (taken over in the preceding year) to sleeping cars. Twelve berths were provided for men and eight for ladies.

Strangely, however, from 1894, the speed-up was partially reversed. Departure from Hobart was now 8.10 pm, with a two hour wait at Parattah (12.30 - 2.30 am), and departure of 8.30 pm from

Launceston meant an hour wait at Parattah (2 till 3 am). In the 1896 edition the northbound service is 30 minutes faster.

An interesting note is appended to the timetables from 1902 until 1912: "During the Parliamentary Session this Train, on FRIDAYS, is detained in leaving Hobart until 10.10 pm." This provides evidence that the train was availed of by influential passengers. This detention still enabled the overnight train to connect at Evandale Junction with the morning train to Burnie. In 1913, the day of possible detention was altered to Thursdays.

In 1906/7 and 1908/9 two further sitting carriages were converted to provide berths in their central compartments, thus providing second class sitting, first class sitting and sleeping accommodation in the same vehicle.

The 1922 edition records a significant acceleration. The overnight

trains now left Hobart at 10.30 pm arriving Launceston at 6.15 am, and the southbound departed also at 10.30 pm and was due to arrive at 6.05 am. Hence the note about detention during Parliamentary Sessions disappeared.

A note now provided information about the service:

"Beds on Main Line Mail trains will be made up in Hobart and Launceston on payment of a fee of 10s. [shillings] by passengers holding first class tickets....."

This strange service disappeared after the 1928 edition. From 1929, the timetable had instead two (morning and afternoon) day trains, rather than just one day train.

For details of the sleeping carriage conversions see Jim Stokes' articles in the Australian Railway Historical Bulletin, February 1986, pp.39-40, and March 1991, pp. 61-62. The photo of one of the sleep-

228 TASMANIAN GOVERNMENT RAILWAYS.
MAIN LINE—HOBART TO LAUNCESTON.

Height above sea level	Miles.	Stations.	Week Days.	Steamer Days.	Oatlands Motor Sats. exc.	Oatlands Motor Sats. †	Week Days.	FARES FROM AND TO HOBART.				
								Single.		Return.		
								1st cl	2nd cl	1st cl	2nd cl	3rd cl
21	—	HOBART	a.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.	
12	1	Botanical Gar.	8.10	9.5	3.35	2.40	10.15	0 8	0 2	0 6	0 8	
23	2	Cornelian Bay	..	..	b	b	10.22	0 6	0 3	0 7	0 5
52	3	NEW TOWN	8.18	..	3 b 45	2 b 50	10.25	0 5	0 3	0 7	0 5	
94	3	MOONAH	8.21	..	3 b 48	2 b 53	10.30	0 5	0 3	0 9	0 6	
50	4	Derwent Park	8.24	..	3 b 51	2 b 56	10.34	0 7	0 5	0 10	0 7	
6	6	Abattoir	..	..	..	..	..	0 8	0 6	1 1	0 9
63	6	Zinc Works	..	..	..	..	..	0 9	0 7	1 2	0 10
44	5	GLENORCHY	8.27	..	3 b 55	3 b 50	10.38	0 8	0 6	1 1	0 9	
32	6	Montrose	..	..	b	a	0 8	0 6	0 1	1 0	0 9
46	6	Rosetta	..	..	b	a	0 10	0 8	1 1	5 0 11	..
35	7	Berridale Rd.	..	..	b	a	1 1	0 9	1 3	1 1	..
83	7	CLAREMONT	8.35	9 b 25	4 b 11	3 b 10	10.55	1 5	0 11	2 3	1 5	
15	9	Austin's Ferry	..	..	a	a	10.58	1 7	1 1	2 6	1 5
5	12	Granton	8.43	..	4.23	3.21	11.7	1 10	1 5	3 8	2 10	
10	13	B'WATER JUNC.	8.46	..	4.26	3.25	11.11	1 11	1 6	3 10	3 0	
101	17	BRIGHTON J.	8.47	..	4.29	3.26	11.12	..	..	..	..
234	20	Tea Tree	8.58	..	4.50	3.43	11.29	2 6	1 10	5 0	3 8	
493	24	Rekuna	..	..	a	a	4 6	3 3	..	..	..
					a	a	5 6	3 6	..	..	..
					a.m.	a.m.	5 9	3 9	..	..	..
242	27	CAMPANIA	9.23	..	5.26	4.22	12.5	6 3	4 3	..	..
401	30	Lowdina	..	..	a	a	6 3	4 3	..	..	..
31	31	Woodlands	..	..	a	a	6 3	4 6	..	..	..
670	39	COLEBROOK	10.0	10.30	6.6	5.3	12.55	8 3	5 6	..	..
1352	45	Rhyndaston	10.28	10.58	6.36	5.32	1.30	10 6	6 8	..	..
1457	48	Tiberias	..	..	a	a	10 6	6 8	..	..	..
1460	51	Stonor	..	..	a	a	10 9	7 3	..	..	..
1427	55	PARATTAH JUNC. R.	10.40	11.10	7.11	6.7	1.55	11 6	7 6	23 0	15 0	
1405	67	Andover	..	..	a	a	12 0	8 3	..	..	..
1225	59	Nala	..	..	a	a	12 3	8 6	..	..	..
1210	62	York Plains	..	..	a	a	2.40	13 3	9 0	..	..
984	63	ANTILL P.	..	..	a	a	14 0	9 6	..	..	..
808	70	Woodbury	..	..	a	a	14 9	9 9	..	..	..
662	74	TUNBRIDGE	..	..	..	..	3.20	15 3	10 3	..	..
782	78	Mona Vale	..	..	..	..	3.45	17 3	11 6	..	..
598	83	ROSS	11.54	..	..	..	3.58	..	..	..	..
655	90	CAMPBELL T.	12.14	..	..	..	4.16	19 0	12 3	37 6	24 6
690	98	CONARA JUNC. R.	12.28	..	..	..	4.37	20 0	13 9	37 6	27 6
685	101	Cleveland	..	..	..	..	4.40	20 0	14 0	37 6	27 6
657	105	KIPPING	12.46	..	..	..	5.2	20 0	14 6	37 6	27 6
596	111	Powrauna	..	..	..	..	5.20	20 0	15 0	37 6	27 6
536	119	Clarendon	..	..	..	..	5.40	20 0	15 0	37 6	27 6
510	120	EVANDALE	1.18	..	..	..	6.1	20 0	15 0	37 6	27 6
587	121	WESTERN J.	1.26	1.42	..	..	6.10	20 0	15 0	37 6	27 6
274	125	Relbia	..	..	..	..	6.19	20 0	15 0	37 6	27 6
30	129	ST. LEONARDS	1.43	..	..	..	6.20	20 0	15 0	37 6	27 6
19	131	Newstead	..	..	..	..	6.30	20 0	15 0	37 6	27 6
16	133	LAUNCESTON	1.50	2.2	..	..	6.30	20 0	15 0	37 6	27 6

TASMANIAN GOVERNMENT RAILWAYS. 229
MAIN LINE—LAUNCESTON TO HOBART.

Height above sea level	Miles.	Stations.	Oatlands Motor	Week Days.	FARES FROM AND TO LAUNCESTON.				
					Single.		Return.		
					1st cl	2nd cl	1st cl	2nd cl	3rd cl
15	—	LAUNCESTON	..	Leave	a.m.	a.m.	p.m.	s. d.	s. d.
19	2	Newstead	..	..	..	..	0 6	0 4	..
30	4	ST. LEONARDS	..	..	..	..	10.25	0 11	0 8
274	7	Relbia	..	..	..	..	10.30	1 9	1 4
537	11	WESTERN JUNCTION	..	..	..	..	12.5	1 0	2 3
610	12	EVANDALE	..	..	..	..	12.10	1 8	3 0
536	17	Clarendon	..	..	..	..	..	..	2 10
498	21	Powrauna	..	..	..	..	..	..	3 3
657	24	KIPPING	..	..	..	..	12.47	1 15	5 9
685	31	Cleveland	..	..	..	..	..	..	4 9
690	34	CONARA JUNCTION	..	..	..	..	12.50	1 19	7 3
655	42	CAMPBELL TOWN	..	..	..	..	1.16	1 24	9 0
608	49	ROSS	..	..	..	..	1.21	1 24	9 0
544	54	Mona Vale	..	..	..	..	1.36	1 10	10 6
662	59	TUNBRIDGE	..	..	..	..	1.53	1 34	12 0
508	62	Woodbury	..	..	..	..	1.55	1 3	9 0
934	65	ANTILL PONDS	..	..	..	..	2.7	2 11	13 6
1210	70	York Plains	..	..	..	..	..	..	14 9
1225	73	Nala	..	..	..	..	..	..	15 3
1405	75	Andover	..	..	..	..	..	..	16 10
1427	78	PARATTAH JUNC.	..	..	..	..	7.37	2.42	3 6
1480	81	Stonor	..	..	..	..	7.58	3.20	3 10
1467	85	Tiberias	..	..	..	..	..	..	16 9
1352	87	Rhyndaston	..	..	..	..	8.20	3.27	18 0
679	93	COLEBROOK	..	..	..	..	8.46	3.49	17 6
1011	101	Woodlands	..	..	..	..	..	..	18 12
1022	102	Lowdina	..	..	..	..	..	..	19 6
242	106	CAMPANIA	..	..	..	..	9.24	4.21	20 14
493	108	Rekuna	..	..	..	..	..	..	20 14
234	112	Tea Tree	..	..	..	..	9.55	..	20 15
101	115	BRIGHTON JUNCTION	..	..	..	..	10.5	4.49	20 15
10	119	BRIDGEWATER JUNCTION	..	..	..	..	10.18	4.69	20 15
5	120	Granton	..	..	..	..	10.22	5.0	20 15
15	123	Austin's Ferry	..	..	..	..	..	..	20 15
24	124	CLAREMONT	..	..	..	..	..	..	20 15
32	125	Berridale Road	..	..	..	..	..	..	20 15
46	126	Rosetta	..	..	..	..	..	..	20 15
32	129	Montrose	..	..	..	..	..	..	20 15
44	127	GLENORCHY	..	..	..	..	10.43	5.21	20 15
94	129	Derwent Park Junction	..	..	..	..	..	..	20 15
52	130	MOONAH	..	..	..	..	..	..	20 15
21	133	NEW TOWN	..	..	..	..	..	..	20 15
		HOBART	..	..	..	..	11.0	5.40	20 15

For Hobart-Brighton service see page 227.

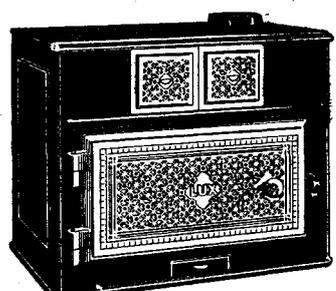
† On steamer days a fast Express leaves Launceston wharf soon after boat arrival, and runs through to Hobart in about 5 hours.
a. Stops to pick up and set down passengers when required.
b. Stops only to set down passengers.

Walch in your Pocket.

Despite last month's joke, Walch's DID produce a pocket guide as well as their annual state-wide issue. Below is a page from the December 1943 issue, showing some of the Hobart tram services.

LUX STOVES

For Better Cooking



24-inch, £5/6/3
Top-Fire Stove, Burns Wood or Coal

T. J. CANE & CO. LTD.
74-76 ELIZABETH STREET

TRAMWAYS TELEPHONE NUMBER, 2603

6.16, 6.20, 6.26, 6.29, 6.36, 6.40, 6.46, 6.50, 6.56, 7.0, 7.6, 7.19, 7.16, 7.24, 7.29, 7.36, 7.39, 7.46, 7.49, 7.56, 8.0, 8.6, 8.16, 8.26, 8.36, 8.46, 8.56, 9.6, 9.16, 9.26, 9.36, 9.46, 9.56, 10.6, 10.16, 10.26, 10.36, 10.46, 10.56, 11.6, 11.16, 11.26, 11.36, 11.56, 12.1 a.m.

Sections and Fares—

G.P.O. to Augusta Road, and vice versa ---
Warwick Street to Risdon Rd. " " --- 2d.
Augusta Road to Hopkins Street " " ---
Risdon Rd. to Lampton Avenue " " ---
Albert Road to Glenorchy " " ---
G.P.O. to Hopkins Street, and vice versa --- 3d.
Warwick St. to Lampton Avenue " " ---
Augusta Road to Glenorchy " " ---
G.P.O. to Lampton Avenue, and vice versa --- 4d.
Warwick Street to Glenorchy " " ---
G.P.O. to Glenorchy, and vice versa --- 5d.

Sections and Fares (Springfield Line)—

Risdon Road to Springfield and vice versa --- 2d.
Warwick Street to Springfield " " --- 3d.
G.P.O. to Springfield " " --- 4d.

SANDY BAY LINE

Sandy Bay, 2 Red, Lambert Avenue, 1 Red and 1 White, Lord Street, 2 White.

Times marked with L to and from Lord Street only.
* = To and from Lambert Avenue. † Saturday only.
S = St. Canice Avenue. † Do not run on Saturdays.

DEPART G.P.O.—a.m.: 6.25, 6.35, 6.45, 7.0, 7.10, 7.20, 7.30, 7.40, 7.45, 7.50, 7.55, 8.0, 8.5, 8.10, 8.15, 8.20, 8.25, 8.30, 8.35, 8.40, 8.45, 8.50, 9.0, 9.10, 9.20, 9.30, 9.40.

The bus timetables of a train-less Railway Company

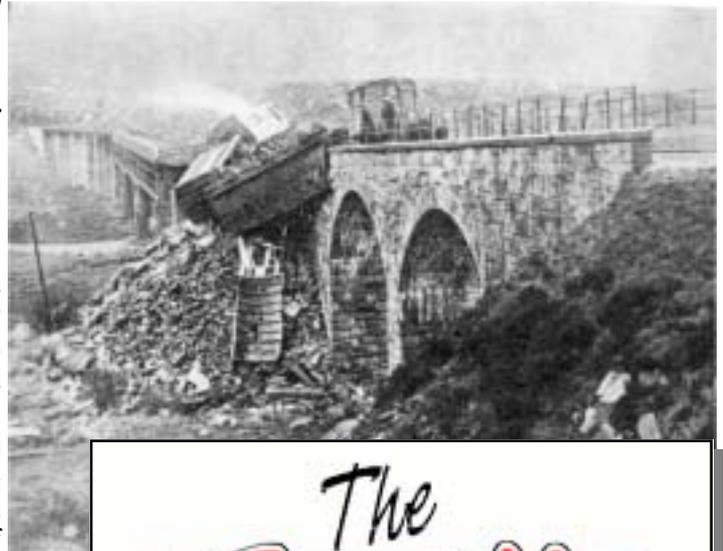
*Fifty years ago exactly, the Londonderry and Lough Swilly Railway Company ceased to have any railway. Partition of Ireland in 1923 saw the L&LS in the position of being a Northern Ireland company operating almost totally within the Republic of Ireland. Noted for its 1925 accident when a gale blew one of its trains off a bridge, the L&LS has played it safe since 1953 by doing away with trains altogether. In the late twentieth century, it was one of the few railway companies that had no railway. But it did have buses. Words are by **PAUL KELLY, L.T.C ROLT** (from his classic *Red for Danger*) and **GEOFF LAMBERT.***

Originally to have been called the Lough Foyle and Lough Swilly Railway Company, the company was incorporated with its current title in June 1853, with the aim of building a railway line to connect Lough Foyle and Lough Swilly (on either side of the Inishowen Peninsula in North Donegal). The railway had been decided on in preference to a canal scheme. The standard-gauge line between Derry and Farland Point on Lough Swilly (on the shore opposite the south coast of Inch Island) opened 10 years later on 31st December 1863. This was intended to connect with steam boats operating on Lough Swilly. You can see where these places are on the Lough Swilly route maps on pages 8, 10 & 12.

During construction it was decided to also build a branch line northwards to Buncrana, and this opened later on in 1864. The Farland Point branch wasn't used very much and was closed in 1866. In 1883 most of this branch was re-opened and extended to Letterkenny as a narrow gauge line. Lough Swilly didn't really own this line but they ran the trains on it.

The original line to Buncrana was changed to narrow gauge in 1885. An extension line from Buncrana to Carndonagh opened in July 1901, and the Letterkenny and Burtonport Extension Railway from Letterkenny to Burtonport via Dungloe opened in March 1903.

During all this time and for the first three decades of the 20th century, the Lough Swilly company rarely made any profit; if it ever did it would have been mainly only used for paying off debts. It would seem that the railway was inherently unprofitable, and indeed was only able to be built and run with very large amounts of government assistance and subsidy. Especially on the Burtonport extension line, many of the train stations were situated quite a long way away from the villages they served, and against this background Lough Swilly started to change over to road transport and bus operation.



The
Swilly
BUS SERVICE

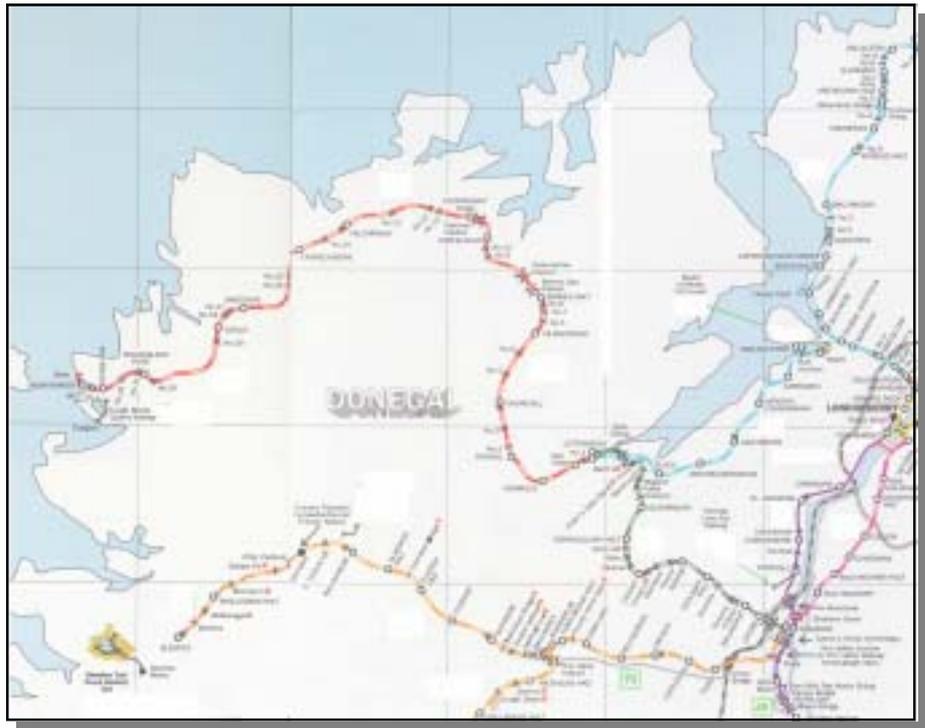
BUS
Time Table

FROM 4th SEPTEMBER 1989 UNTIL FURTHER NOTICE

Londonderry & Lough Swilly Rly. Co.

1920s to 1953

It was in January 1925, on the Burtonport Extension that the Londonderry & Lough Swilly Railway had its famous accident. For nearly fifty miles from Letterkenny to Burtonport this thin ribbon of steel encircled the highlands of north Donegal: Glendowan, Muckish, Sleive Snacht and the strange volcanic peak of Errigal. Two glens, Laheen and Veagh, bisect these highlands from southwest to northeast as the Great Glen divides the Highlands of Scotland. North of Lough Veagh, at the mouth of the glen the mountains fall away and the Owencarrow river flows down to Glen Lough through a shallow valley, its floor a bog, its slopes a treeless waste more stone than turf. It must be one of the most desolate and windswept places in all Ireland. The southwesterlies thunder through the central glens while the westerlies sweep down upon this lowland from the Muckish Gap under the saddle of the mountain. Coming down from its summit at Barnes Gap, the Burtonport Extension crossed this valley by the Owencarrow Viaduct, the largest engineering work on the line. For-



tunately it was little more than 30 feet high, but it was none the less an impressive structure 380 yards long. On January 30th, 1925, it was blowing a full gale through the valley as a Burtonport train ran down from the gap and on to the viaduct. The three six-wheeled coaches were lifted off the rails by the terrific force of the wind and flung

against the parapet. This held them for a few yards but then they broke through. Very fortunately this break through occurred near the one point on the viaduct where a very short and steep section of rock embankment forms the transition from stone arches to girders on piers. But for this all three coaches

(Continued on page 11)

Londonderry and Burtonport.]

904

[Castlederg and Victoria Bridge.

LONDONDERRY, LETTERKENNY, and BURTONPORT.—Londonderry and Lough Swilly.
Gen. Manager, H. Hunt, Londonderry.

Miles	Down.				Up.			
	Week Days only.				Week Days only.			
	Graving Dock, L Londonderry.....dep.	8 0	1130	4 45		Burtonport.....dep.	8 0	2 45
2	Gallagh Road.....	8 7	1137	4 52	1½	Dungloe.....	8 7	2 52
4	Bridge End.....	8 13	1143	4 58	3	Kincasslagh Road.....	8 13	2 57
4	Burnfoot.....	8 17	1147	5 2	8½	Croly.....	8 31	3 15
6	Tooban Junction.....				11½	Gweedore.....	8 48	3 30
9	Carrowen.....	8 30	12 0	5 15	17½	Cashelnagore.....	9 8	3 48
12½	Newtoncummingham.....	8 45	1225	5 30	21	Falcarragh.....	9 18	3 58
16½	Sallybrook.....	9 0	1240	5 45	28	Dunfanaghy Road.....	9 42	4 23
18½	Manorcunningham.....	9 8	1248	5 53	29	Creeslough.....	10 0	4 38
20½	Pluck.....	9 15	1258	6 0	37½	Kilmacrenan.....	1040	5 10
24½	Letterkenny.....	{ arr. 9 27	1 10	6 12	41	Churchhill.....	1051	5 23
25½	Oldtown.....	{ dep. 9 45		6 35	44½	Foxhall.....	11 4	5 37
28½	New Mills.....	9 49		6 40	45½	New Mills.....	11 9	5 42
30	Foxhall.....	9 58		6 49	49	Oldtown.....	1118	5 52
33½	Churchhill.....	10 6		6 57	49½	Letterkenny.....	{ arr. 1121	5 57
37	Kilmacrenan.....	1017		7 10	49½	Letterkenny.....	{ dep. 7 50	6 20
37½	Kilmacrenan.....	1045		7 30	54	Pluck.....	8 5	1153
45½	Creeslough.....	1114		8 0	56	Manorcunningham.....	8 13	12 1
46½	Dunfanaghy Road.....	1119		8 5	58	Sallybrook.....	8 21	12 7
53½	Falcarragh.....	1147		8 33	62	Newtoncummingham.....	8 45	1227
56½	Cashelnagore.....	1159		8 45	65½	Carrowen.....	8 56	1235
63½	Gweedore.....	1220		9 10	68½	Tooban Junction (below).....		
66	Croly.....	1230		9 20	69½	Burnfoot.....	9 9	1249
71½	Kincasslagh Road.....	1248		9 38	70	Bridge End.....	9 16	1256
73	Dungloe.....	1255		9 45	72½	Gallagh Road.....	{ 895, 896	9 22
74½	Burtonport.....arr.	1 0		9 50	74½	Londonderry * 887, arr.	9 28	1 8

* Graving Dock.

For other Trains

BETWEEN PAGE
Londonderry and Letterkenny.. 902

DERRY - BUNCRANA

MONDAY - FRIDAY

		A										
	Dept.	0800	0850	1030	1130	1300	1530	1615	1715	1805		
Derry												
Coshquin	"	0810	0900	1040	1140	1310	1540	1625	1725	1815		
Bridgend	"	0815	0905	1045	1145	1315	1545	1630	1730	1820		
Burnfoot	"	0820	0910	1050	1150	1320	1550	1635	1735	1825		
Fahan	"	0830	0920	1100	1200	1330	1600	1645	1745	1835		
Buncrana	Arr.	0840	0930	1110	1210	1340	1610	1655	1755	1845		

SATURDAYS ONLY

	Dept.	0800	0905	1015	1115	1215	1315	1415	1515	1615	1715	1805	1930	2100
Derry														
Coshquin	"	0810	0915	1025	1125	1225	1325	1425	1525	1625	1725	1815	1940	2110
Bridgend	"	0815	0920	1030	1130	1230	1330	1430	1530	1630	1730	1820	1945	2115
Burnfoot	"	0820	0925	1035	1135	1235	1335	1435	1535	1635	1735	1825	1950	2120
Fahan	"	0830	0935	1045	1145	1245	1345	1445	1545	1645	1745	1835	2000	2130
Buncrana	Arr.	0840	0945	1055	1155	1255	1355	1455	1555	1655	1755	1845	2010	2140

SUNDAYS ONLY

	Dept.	1245	1430	1530	1800	1930	2200
Derry							
Coshquin	"	1255	1440	1540	1810	1940	2210
Bridgend	"	1300	1455	1545	1815	1945	2215
Burnfoot	"	1305	1450	1550	1820	1950	2220
Fahan	"	1315	1500	1600	1830	2000	2230
Buncrana	"	1325	1510	1610	1840	2010	2240

Symbol A - Bus service to Letterkenny. Travel per this service and change bus at Bridgend Village. Bus will stop elsewhere on request.

BUNCRANA - DERRY

MONDAY - FRIDAY

	Dept.	0715	0800	0905	1100	1330	1430	1515	1715	1810
Buncrana										
Fahan	"	0725	0810	0915	1110	1340	1440	1525	1725	1820
Burnfoot	"	0735	0820	0925	1120	1350	1450	1535	1735	1830
Bridgend	"	0740	0825	0930	1125	1355	1455	1540	1740	1835
Coshquin	"	0745	0830	0935	1130	1400	1500	1545	1745	1840
Derry	Arr.	0755	0840	0945	1140	1401	1510	1555	1755	1850

SATURDAYS ONLY

												B			
	Dept.	0800	0905	1015	1100	1215	1315	1415	1515	1615	1715	1810	2030	2145	
Buncrana															
Fahan	"	0810	0915	1025	1110	1225	1325	1425	1525	1625	1725	1820	2040	2155	
Burnfoot	"	0820	0925	1035	1120	1235	1335	1435	1535	1635	1735	1855	2050	2205	
Bridgend	"	0740	0825	0930	1040	1125	1240	1340	1440	1540	1640	1740	1900	2055	
Coshquin	"	0745	0830	0935	1045	1130	1245	1345	1445	1545	1645	1745	1905	2100	
Derry	Arr.	0755	0840	0945	1055	1140	1255	1355	1455	1555	1655	1755	1915	2110	

SUNDAYS ONLY

	Dept.	1015	1430	1600	1800	2000	2300
Buncrana							
Fahan	"	1025	1440	1610	1810	2010	2310
Burnfoot	"	1035	1450	1620	1820	2020	2320
Bridgend	"	1040	1455	1625	1825	2025	2325
Coshquin	"	1045	1500	1630	1830	2030	2330
Derry	Arr.	1055	1510	1640	1840	2040	2340

Symbol B - This service will operate via Inch Island on Saturdays only. Bus will stop elsewhere on request.

DERRY - LETTERKENNY

- DUNGLOE

MONDAY - SATURDAY

		K	L
Derry	Dept.	0850	1700
Letterkenny	Arr.	0950	1755
Letterkenny	Dept.	1010	1615
Kilmacrennan	"	1035	1635
Creeslough	"	1050	1650
Port na Blagh	"	1100	1700
Dunfanaghy	"	1105	1710
Falcarragh	Arr.	1120	1920
Falcarragh	Dept.	1200	1930
Gortahork	"	1210	1940
Ardsbeg Rd.	"	1215	1945
Meenlaragh	"	1225	1955
Knockfofa	"	1240	2010
Derrybeg	"	1300	2030
Bunbeg x Ross	"	1305	2035
Crolly	"	1315	2045
Loughanure	"	-	2050
Annagry	"	1325	-
Kincasslagh	"	1335	-
Burtonport	"	1350	-
Dungloe	"	1400	2105

Symbol K - Change bus at Falcarragh for Dungloe.
 Symbol L - Change bus at Letterkenny and Dunfanaghy for Dungloe.
 Bus will stop elsewhere on request. No Sunday service.

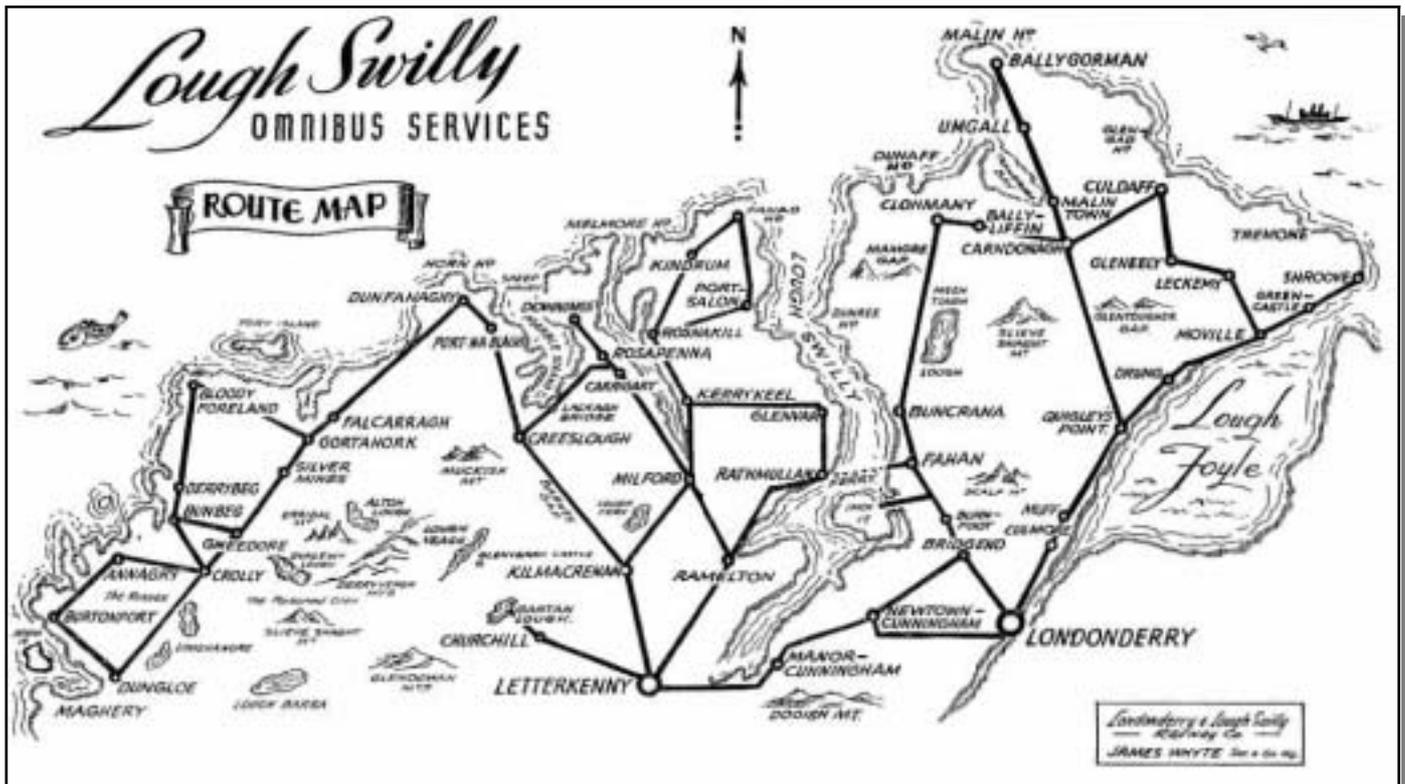
DUNGLOE-

LETTERKENNY-DERRY

MONDAY - SATURDAY

		M	N	O	P	Q	R
Dungloe	Dept.			0905		1630	1630
Burtonport	"			0915		1640	1640
Kincasslagh	"			0925		1650	1650
Annagry	"			0925		1700	1700
Crolly	"			0950		1715	1715
Bunbeg x Ross	"			1000		1725	1725
Derrybeg	"			1015		1740	1740
Knockfofa	"			1020		1745	1745
Meenlaragh	"			1035		1800	1800
Ardbeg Rd.	"			1045		1810	1810
Gortahork	"			1055		1820	1820
Falcarragh	Arr.			1105		1830	1830
Falcarragh	Dept.			1200		1840	1840
Dunfanaghy	"	0730	0730	1220	1710	1900	1900
Port na Blagh	"	0735	0735	1230	1720		1905
Creeslough	"	0745	0745	1240	1730		1915
Kilmacrennan	"	0800	0800	1255	1745		1930
Letterkenny	Arr.	0820	0820	1320	1805		1950
Letterkenny	Dept.	0835	0910	1330	1815		2000
Derry	Arr.	0940	1015	1425	1915		2100

Symbol M - This service operates Monday-Friday only.
 Symbol N - This service operates Saturdays only.
 Symbol O - Change bus at Falcarragh and Letterkenny.
 Symbol P - Change bus at Letterkenny for Derry.
 Symbol Q - This service operates Monday-Friday only.
 Symbol R - This service operates Saturdays only.
 Change bus at Dunfanaghy.
 Bus will stop elsewhere on request. No Sunday service.



(Continued from page 8)

would almost certainly have fallen the full height of the viaduct and the accident would have been even more serious. As it was one coach came to rest at a drunken angle half on and half off the viaduct, the next turned over on its side while the third turned upside down and lay suspended in mid-air. It was in this coach that the casualties occurred. Its roof was torn off and its luckless occupants decanted into the valley below (see picture, page 7).

An extract from the July 1922 Bradshaw's Time Table appears at the bottom of page 8 and a reproduction of a Working Time Table from later that year appears on our cover. Both show the Burtonport service that suffered the indignity just described.

The first bus operations started in November 1929 when the business of a bus operator operating between Buncrana and Derry was taken over. More take-overs continued in 1930, and a large acquisition of buses and routes in the North West took place in 1931, which was when the Swilly Bus Services really took off. Up to 1930 large losses were being made; a smaller loss was made in 1931, and after that the company started to pay off its debts and eventually became profitable. James Whyte became General Manager of the L&LSR in 1931; he was to remain in that position for the next 36 years overseeing the eventual closure of all the railway lines and the complete move over to road transport for passengers and freight.

The first railway line to close was the extension from Buncrana to Carndonagh, in about 1934/35. At about this time also Lough Swilly acquired a lot of lorries and started to move into road freight. In 1940 part of the line from Letterkenny to Burtonport was closed, although the line wasn't all lifted until after the second world war so some trains still ran until then. In the late 1940s only the Derry to Letterkenny and Derry to Buncrana lines

were left. The last train ran on 1st July 1953, exactly 50 years ago as The Times went to press, although for a few years before that only goods trains went to Buncrana, while Letterkenny might have had passenger / goods services until the end.

1953 to 1981

After 1953 all the work of the railway was performed by buses and lorries. The route map shown at the bottom of our page 10 dates from the mid-1950s. The first double-decker bus was acquired in 1948 for use on the Buncrana route, and double deckers were then later also used on the Carndonagh, Moville and Letterkenny routes. The 1950s and early 1960s were probably the best times for the company; it would have been making a profit and been able to buy new buses and everything was going quite well. In the early 1970s it was operating a coach service from Letterkenny to Glasgow in conjunction with Western SMT in Scotland.

After this time there would have been declining numbers of people using buses and bus operation just wasn't as profitable as it had been. The "troubles" and disturbances in Derry in the late 1960s and early 1970s affected business, and there was also competition from unlicensed operators. In the 1970s the link between the Irish and UK currencies was broken, and the Irish pound became worth less than the pound Sterling.

This would have caused an extra financial burden, as most of the revenue came in Irish money, but being a UK company Lough Swilly had to pay its employees in Sterling. The last regular batch of new buses came in 1966, and after that almost all the buses were second hand. Better maintenance procedures were also put in place to make the buses last longer---quite important on the bad roads in Donegal.

Some help came in the form of hired / lent buses from CIE (Irish

public transport operator) in 1974, and this continued over the next few years. This was mainly as a result of the Lough Swilly company asking for help from the government. Initially neither government (UK or ROI) would help them, because of the unique position mentioned earlier. Eventually the Irish government offered a small amount of help in the form of these 'lent' vehicles. Second-hand buses were also bought in from companies in England and from Ulsterbus.

The company made a loss in all the years from 1973 to 1978. A tiny profit was made in 1979 but there were still many debts. Things were looking very bad for the Londonderry and Lough Swilly Railway Company when it was saved in 1981 by being purchased by an English property developer who was formerly from Buncrana, Patrick Doherty. This would have changed the legal status of the company in that it had originally been set up and then extended by different government acts, and now it is more like a private company.

1981 to Present

The pattern of buying second-hand buses from English operators and from Ulsterbus has continued right up to today. None have been obtained from Ulsterbus since the late 1980s, and a lot have been sourced from Scottish operators recently. Some sort of subsidiary or subdivision, Swilly Tours, was set up in about 1986. Two new Volvo B10M coaches and a quite new Leyland Leopard were purchased for it; the Volvos are still the newest buses in the fleet today and occasionally operate tours to concerts and things like that in Dublin. They also do more local tours around Donegal, and they are regularly used on the Derry to Letterkenny Express service as well.

Since the 1960s Lough Swilly has operated a lot of official school buses in North Donegal, and a separate fleet of buses is kept for this. It currently has a separate livery from the normal passenger ser-

vice fleet. The school buses are red, white and yellow. A few years ago they were red and cream, which is the livery the Swilly Freight lorries are still in. The passenger buses have a red and white livery, although this was probably red & cream in the 1980s. Lough Swilly certainly seems to change its liveries quite regularly.

Since the start of the company its main headquarters was in Pennyburn in Derry. It had a bus depot there until November 1997, but this then closed and the buses and lorries are now housed on the same site in the Springtown Industrial Estate, further out the Buncrana road in Derry. The main office is in Foyle Street Bus Station, and the company now calls the Pennyburn address its 'registered office'. There is a large modern depot in Letterkenny. In front of this is a big field where lots of old dead withdrawn buses are parked.

The timetables

On our cover appear two timetables representing in some ways the extremes of Londonderry & Lough Swilly operation. The upper left timetable is a modern reproduction of the October 1922 Working Time Table, showing the Burtonport Ex-

tension. For further timetables of this sort, see the web site at <http://cdrrs.future.easyspace.com/>.

The timetable on the lower right is from the Company's 1997 timetable, showing service on the Derry-Dungloe route. Like all the modern L&LS timetables, it is a rather spare affair, with minimum of timetable details and scarcely any supporting material (see our next article for comment!). The covers of the L&LS timetables, which are card-covered booklets, is quite attractively coloured however. The cover for the 1989 timetable appears on our page 7.

Our page 8 contains a page from the July 1922 edition of Bradshaw, showing the Burtonport service. This has been reproduced from one of the David & Charles Bradshaw reprints produced a couple of decades ago. The times are slightly different from the WTT, probably a seasonal variation.

The 1989 Derry-Buncrana-Derry service is shown. This is the only route in the timetable that warrants a Sunday service. You will notice that the 1922 timetables specifies "weekdays only", but of course, in those days Saturday *was* a "weekday". In 1989, the company

provided many more services on Saturday (13) as it did on Mondays to Fridays (9).

The ill-fated Burtonport Extension, with its 1989 bus timetable appears again on our page 10. Compare the railway route map on page 8, taken from Johnson's Atlas & Gazetteer of Ireland, with the modern bus route map on our page 12, taken from the current Translink web site at <http://www.translink.co.uk/>. You can see that the meandering route hasn't changed much. Now look at the timetables on the cover, page 8 and page 10. You can see that the times haven't changed much in 80 years either—about 5 hours for 70 miles. It is a testament to the generally atrocious nature of roads in the north of Ireland that a modern bus can stagger along no faster than a narrow gauge steam train of over 80 years ago. It must have been this sort of train which Spike Milligan mocked in his classic comedy on the Irish "Troubles"—*Puckoon. The Puckoon Flyer* evidently still runs. Spike would be pleased.

Much of the material in this article came from Paul Kelly's website at <http://www.sjp.clara.net/nibus/lswilly.htm>. Some material came from Steve Flanders book on the LLSR



Legibility of Bus Timetable Books and Leaflets

A Code of Good Practice

The material below is from the web site of the Disabled Persons Transport Advisory Committee and sets out their recommendations for good bus timetables. Although British and although oriented towards disabled people, its recommendations make good sense for timetables everywhere. It is instructive to compare the timetables reproduced elsewhere in this issue, to see whether they conform to these guidelines.

INTRODUCTION This document sets out a code of good practice for legibility in timetable books and leaflets.

Passengers need to be able to read and understand timetables if they are to use the services provided. The factors governing legibility are the same for everyone but visually impaired people will find that even a small improvement in legibility will be of great help. A 1995 survey of Royal National Institute for the Blind members found that 87 per cent "strongly agreed" that timetables are printed too small, thus making public transport difficult to use.

An estimated minimum of 250,000 people in Great Britain have a partial, but nonetheless disabling, loss of vision which cannot be corrected by ordinary spectacles. This includes many elderly people whose vision is failing through age, and for whom public passenger transport can be a lifeline if they are to retain their independence of mobility. For millions more, the task of reading certain documents timetables in particular becomes more arduous as life progresses beyond middle age, even with the help of spectacles.

Timetable clarity and consistency of presentation is important for all passengers. Well produced and clear timetables, readily available, are essential for commercial success.

Print and Paper

Print Style and Size

Print should be in an upright sans serif typeface of medium weight, with simple but clear character definition. Light print should be avoided. Type should be set in the largest size that circumstances will allow, with a minimum of 8 point. Lower case print is much easier to read and should be used almost exclusively. Clear numerals are very important, in particular to avoid confusion between numbers such as 6 and 8, or 3 and 5. Legibility depends upon text spacing.

Paper

Good quality paper should be used to minimise "shadow" from the opposite side. Thin, flimsy, glossy or coated paper should not be used. Avoid dark coloured paper; if colour is used, pastel tones are essential. Pale yellow is the best alternative to white.

Print Colour

Print should be black. If it is absolutely necessary to use other colours, intense blue or brown are acceptable alternatives, but red and green should be avoided.

Background

Grey shading and coloured tints, other than pale yellow, should be avoided.

Page Size

The most popular size is A5, which is also the largest size that can be readily carried. The standards set out in this Code of Practice can be met in a 21 column landscape format, and should be adhered to even when smaller page sizes are used.

Layout

Route Number

This should always be in large bold print, preferably at the top right hand corner of the page, as it is the first thing the reader will be seeking. If the timetable is in a landscape (horizontal) format it may help to repeat the number at the bottom right hand corner of the page.

Route Heading

This should be confined to the most important places on the route. No route should be shown as a complete heading unless it is served by at least one throughout journey each way.

Route numbers and headings may be reversed out of a boldly coloured panel so long as a strong tonal contrast is provided.

Operators' Names

Operators' names should be included above each table where more than one operator's services are covered. Their information telephone number(s) and opening times should appear at the bottom of the table.

Routing

Mondays to Fridays in bold lower case:	Mondays to Fridays
Saturdays in reversed lower case:	Saturdays
Sundays in lower case boxed	Sundays

Long lists of streets covered by each route may be a waste of space. Clear line diagrams showing principal points served may be of more help. They are particularly useful to show routes which split into two or more sections or operate around a loop, and to indicate where "hail and ride" applies.

Too many route variations should not be included in one timetable. Use separate tables with a summary to back up a common route.

Days of the Week

Where the days of operation follow in sequence for each route, they should appear immediately below the route heading as shown above, in a typeface larger than that used for the timing points.

Where appropriate, Mondays to Saturdays should appear in the same style as Mondays to Fridays.

The terms Weekdays and Weekends should not be used. If a service runs on selected days add, e.g.: Mondays and Thursdays only.

If there is no service on a Sunday (or any other day) a clear statement to that effect should be made. If a service on other days or at certain times is provided by another operator details should be given if possible. If not, a statement such as "service operated by Whites Buses (0161 233 0001) on Sundays" should be included.

24 Hour Clock

The 24 hour clock is now universal for rail and flight times and should be used in bus and coach timetables for consistency and ease of understanding. An explanatory diagram can be included if thought necessary. In those cases where the 12 hour clock is used, however, the PM timings should appear in **bold print**.

Timing Points

Avoid having too many; for longer routes aim for points between seven and ten minutes apart, allowing for the fact that principal points must be included and the need to define the route followed. Use lower case letters, with terminals and principal points in bold. Where separate arrival and departure times are to be shown at one place the name should be repeated. Times should read down a vertical column, never up.

Guidelines

A horizontal line should be provided across the timetable page, preferably below every third line, to act as a guide. Horizontal lines for every line of times should be avoided. Vertical columns should always be clearly separated from adjacent times by "white space". Vertical lines should not be used unless they have a particular purpose for example to separate blocks of times relating to different days of the week. Where segregation is needed, for example to allow for "at these minutes past each hour", blank column spacing is more effective.

Journeys after midnight should be shown at the end of the table, unless buses run all night.

It is clearer to use the term "... then at these minutes past each hour ...", with the minutes set out, followed by "... until ..." and the time of the last bus to adhere to that pattern, rather than "at the same minutes past each hour" or "then every XX minutes", unless the frequency is ten minutes or less throughout the whole length of the route.

Notes and Reference Codes

Codes should be kept to an absolute minimum and should be used consistently in all tables. A key should be included at the foot of each table, or a note should indicate where one can be found. Days of the week should be shown as M T W Th F S Su.

Other standard codes should

include:

C for change of vehicle/connecting service; N for not (as a prefix) e.g.: NSD for not schooldays; NTh for not Thursdays, etc; O for only (as a suffix) e.g.: SuO for Sundays only, etc; SDO for schooldays only. These letter codes should not be used for any other purpose.

If other letters are used they should indicate the same thing on all pages of the table concerned. The letters I, O and V should not be used as they are easily confused with the figures one and zero or with arrow heads used to denote continuation of timings from another column.

Symbols or graphic codes should be used on a selective basis. They are particularly useful to denote rail stations.

Where a note or symbol applies to a single timing it should be shown to the right of it in bold type.

Timetable Books and Leaflets

Covers

The cover of any book or leaflet should make it clear that it is a timetable, avoiding words like "Guide". On leaflets covering specific services, the route number (s) and principal places served should be set out clearly on the front at the top.

Covers may illustrate local attractions or be used to advertise new facilities or buses, but the area covered and date of issue should remain clear. Changes in design and colour can be used to identify different areas and draw attention to new issues.

Layout and Index

All pages should read in the same direction, e.g.: indexes, page lists, travel conditions, should be set in "landscape" format if timetable pages are. Always justify to the left. Avoid long paragraphs and do not split text around illustrations. Do not fill a page with print good spacing is important for clarity (The Times Editor, please take note!).

Follow routes in sequence by route number order. Where routes are grouped together in one timetable out of sequence (e.g.: 175 and 275) the full heading with a cross reference should be included where each number would fall in sequence. Use of the same route number by one or more operators for different services in any given area must be avoided.

Maps

A map should be included in all timetable leaflets to show the route covered and connections to other services. Timetable books should incorporate a detailed route map (which may also be available separately) and town plans which indicate the location of bus and coach terminals and other stopping places. Ideally, the stop names should be shown. Important local features, railway lines and stations should also be included to provide a comprehensive source of public transport information.

Other Information

Include a summary of the principal route and service changes made since the last book or leaflet was issued.

Take advantage of any empty space at the bottom of a page to convey related information such as other services with which the route connects, special ticket details or operation under contract to a funding authority.

Local rail service timetables or

summaries should also be included to give comprehensive public transport information.

Add useful information in timetable books, so people know where to contact for more information, how to use the timetable, and how to keep it up to date.

Include advice on the availability of timetable information in alternative formats (e.g.: cassette tape, Braille or by Minicom).

Periods of Operation

Include the date when a timetable started and, wherever possible, the duration of validity. On leaflets this is especially valuable, and it assists if the leaflet states what it is replacing. Where timetable books are published on a regular basis an indication of when the next edition is due can help. A regular updating service is essential.

Seasonal variations can be very confusing. It is preferable to display separate tables boldly headed, such as Until 31 August 1996 or from 1 September 1996.

Give the dates of schooldays, especially for main term times, whenever they are known in advance. In some areas it may be necessary to indicate that school dates are unknown or may change; in such cases a telephone enquiry number should be quoted.

Do not use "until further notice" unless precise details can be given

as to when and how such notice will be given.

Timetables at Stops

Although this Code of Practice does not specifically deal with timetable displays at bus stops, the same general principles apply. An enlarged version will normally be required at stops because passengers of differing heights will not all be able to get as close to a fixed stop display, and lighting levels may be poor. Where timetables are enlarged for specific purposes, care should be taken to avoid the loss of thin lines and lightweight type. Section 6(2) of "Accessible Public transport Infrastructure Guidelines for the Design of Interchanges, Terminals and Stops" (available from the DETR Mobility and Inclusion Unit 020 7944 8011) sets out guidelines for service information at bus stops.

Lists of bus departure times, combined with route diagrams and running times, may be adequate at stops served by short and frequent local routes, but full timetables are essential if longer distance passengers are to be able to see their arrival times and the times of return journeys. Dark colours should not be used to "highlight" times from the stop as this may obscure the most important information.

Printing of The Times

Like the editor, readers would probably have been disappointed with the print quality of the June edition, particularly with the half-tones or photographs and especially the cover. This appears to have occurred at press time, probably due to some obscure problem with the printer's ink (?). We have drawn the printer's attention to the problem and hopefully it will not recur. Readers wanting a better copy, and with access to an A3 laser printer, may e-mail the editor for a copy of the PDF file used to produce The Times. Alternatively, you may download a copy of the PDF file in A4 format from the AATTC's website shortly. The website copy will be in colour- where appropriate.

Geoff Lambert

On a Queensland railway line

You've heard it on MACCA— now read the words. Originally "Auf die schwäbsche Eisenbahne", an orally transmitted German folksong from the Upper Burnett. The references are to page numbers of the June 1966 QR public timetable

There are places where one dines
On the Queensland railway lines^{viii}
Private individuals
Also run refreshment stalls^{ix}

Chorus
Bogan-tugan, Rollingstone
Mungar, Murgon, Marathone
Guthalungra, Pinkenba,
Wanko, Yaamba - ha, ha, ha!

Pies and coffee, baths and showers
Are supplied at Charters Towers^{ix}
At Mackay the rule prevails
Of restricting showers to males^{ix}

Chorus

Males and females, high and dry
Hang around at Durikai^{26,27},
Boora-Mugga⁴⁰, Djarawong⁷¹⁻⁷⁵,
Giligulgul⁴⁵, Wonglepong¹

Chorus

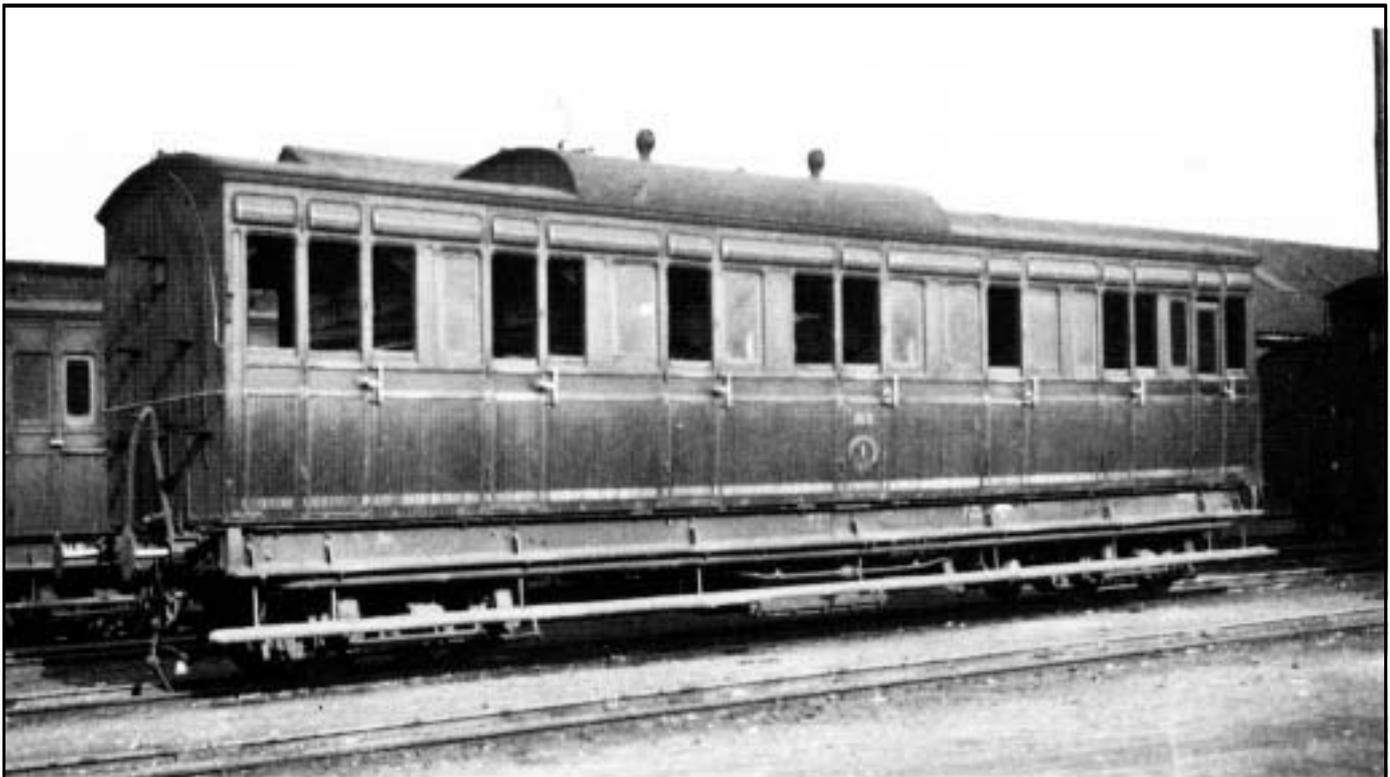
Iron rations come in handy
On the way to Dirranbandi^{26,27}
Passengers have died of hunger
During halts at Garradunga⁷¹⁻⁷⁵

Chorus

Let us toast, before we part,
Those who travel stout of heart
Drunk or sober, rain or shine
On a Queensland railway line.

Chorus

Bogan-tugan, Rollingstone
Mungar, Murgon, Marathone
Guthalungra, Pinkenba,
Wanko, Yaamba - ha, ha, ha!



A TGR sleeper carriage, as used on the overnight Launceston-Hobart services. See page 3, this issue