

The Times

Cheese Wring Quarry, near Liskeard

January 2015

A journal of transport timetable history and analysis



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Inside: Skip to the Looe
Last train to Bonzabadgery
Fly faster than instant noodles
First SG train to Alice Springs

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The Times

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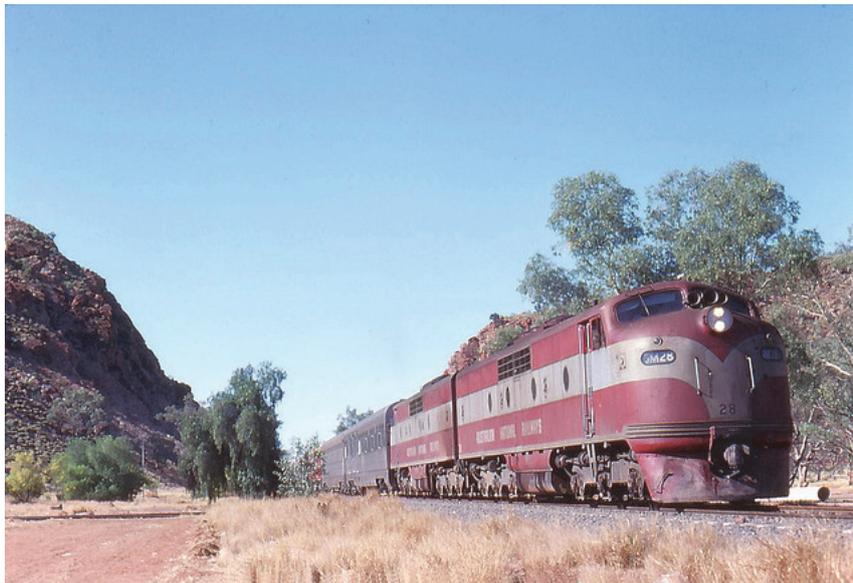
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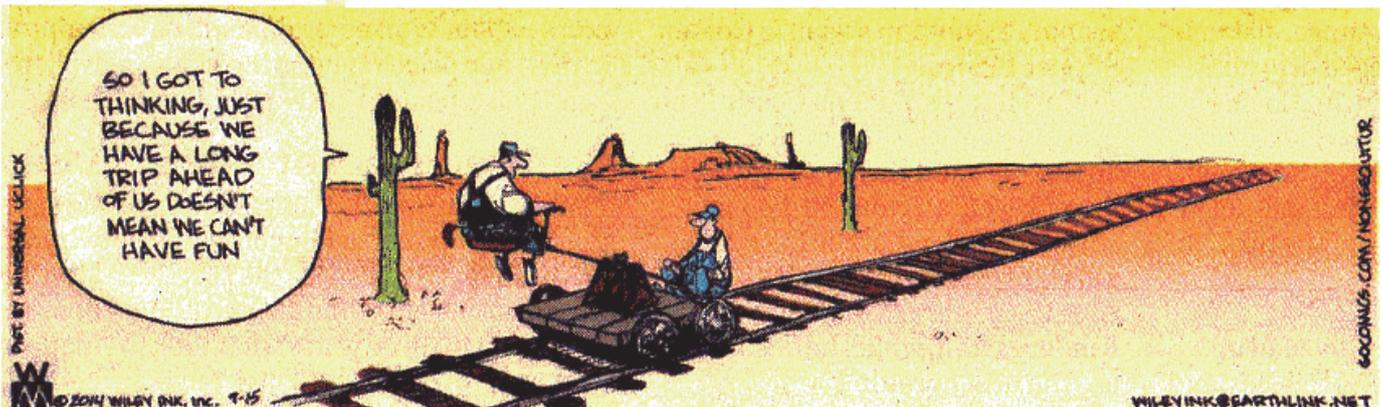
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Non Sequitur by Wiley



The railway that mistook its passenger for a hat

Geoff Lambert



The uninitiated might conclude that this excursion train on the Liskeard and Caradon Railway was a passenger train—albeit a rather primitive one. But no—this is a “hat train” - a train transporting hats which just happen to be each perched on the head of a human being. The wearers of the hats purchased a “hat ticket” as a substitute for a passenger ticket. The L&CR never had a licence to carry passengers, nor did it have passenger rolling stock. This is the way the railway got around this little problem.

QUITE SOME TIME AGO, while scooting down to Penzance on an HST, I glimpsed below me, as we crossed one of Brunel’s great viaducts, a snake’s nest of railways. I resolved that I would, one day, ride upon them. That day did not come until 2009— but it was worth the wait.

The line I saw was the Liskeard and Looe Railway, a vestige of a line which arose from a canal well before the days of the Great Western Railway.

History of these lines There had grown up, over centuries, the small port of Looe, founded on fish. Liskeard was the inland market town, secure from attack and supported by its agriculture and the wealth of the surrounding land. As the Industrial Revolution swept through the district, canal schemes were projected, and eventually, a canal was cut to connect Liskeard with Looe. To the north of Liskeard, the land was poor barren granite moorland, quite unproductive save for a few ancient traces of tin and copper. But, in the 1830s a large deposit of copper ore was struck. For a few decades, a bonanza of near-Klondike proportions ensued, with vast exports, principally of copper. Starting with tramway feeders, a railway system grew up around the mines in the Caradon district. Perhaps inevitably the Caradon Railway and the canal from Liskeard to Looe joined forces. The local road infrastructure was consolidated and the two systems, Caradon railway and Looe canal, aided and abetted each other, until the prosperity of the former overwhelmed the

primarily agricultural canal. The canal had prospered, in spite of its difficulties, from the carriage of the ore and stone, and the Caradon Railway had certainly benefited from the existence of the canal. As the canal found itself rendered gradually obsolete by the increase in yields of the mining districts to the North, its unsought burden had to be removed. This was done by the construction of a railway alongside it, built on canal land and thus cheaply. This railway from Moorswater to Looe was built in 1860 and the canal slipped quickly into disuse. Time began to catch up with the spectacular mines also. All too swiftly their outputs dwindled away. Soon the Caradon Railway was in trouble, and the Liskeard & Looe railway found its parent no longer a stimulant but an ageing and increasingly heavy burden.

One hope lay with a link with the G.W.R., which (as the Cornwall Railway) had crossed the railways’ route in 1859, but had passed far overhead unnoticed and careless of its tiny rival. In 1901, a circuitous rail link-up at Liskeard was at last completed. This brought a slowly increasing trickle of tourist traffic which helped save the Looe line from financial disaster. The Caradon line had really died with the failure of the mines and its receivership in 1886. The rails to the north of Liskeard were removed in 1917 to aid the war effort and nothing but stone sleepers and abandoned workings remained.

The little Looe line survived. The condensation of the GWR gave way to concern and, in 1923, its amalgamation with the

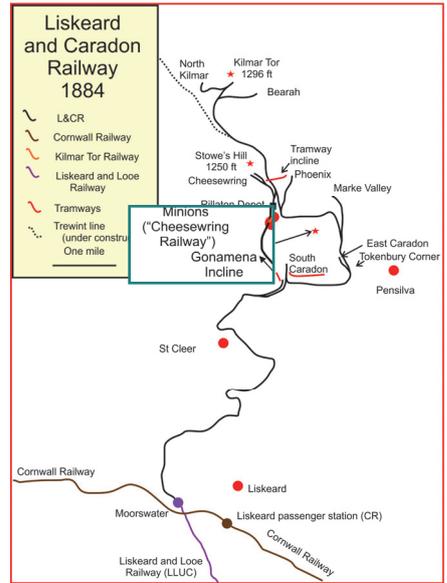
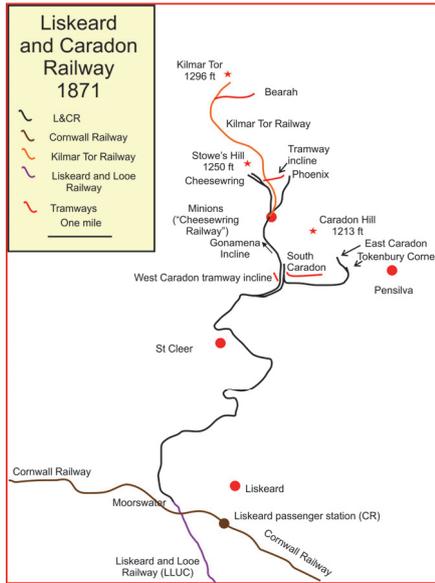
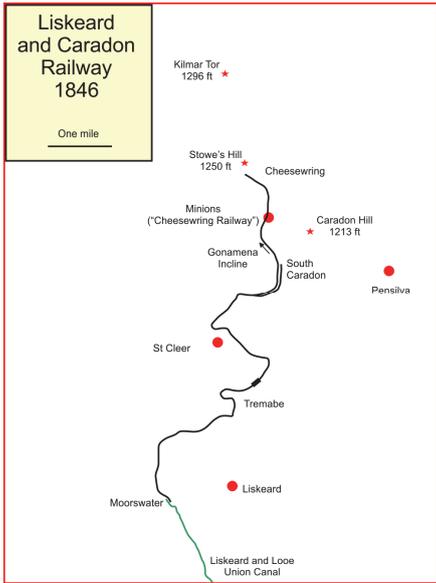
branch line became an established fact. With the development of the “resort”, so the line “developed” for an altogether different purpose. In the 1960s rationalization cutbacks elsewhere did not cause its demise. Though reduced to an infrequent service, with a single diesel unit, the line has continued to live on, and was at last fully integrated into the national network of British Rail. It has survived from the Canal Age into the Second Railway Age despite all.

Abridged from: *The Railways, Canal and Mines of Looe and Liskeard*, by L.Popplewell, the Oakwood Press 1977.

A lot has happened since those words were written—not least to the passenger service, which, back in Great Western hands, now sees a weekday service of twelve trains a day each way. Not bad for a railway that started out with none at all.

Granite was the key to the railway— it produced the fertile soil, it produced the copper ores and it itself was quarried from the Cheesewring quarry (our cover) and shipped out from the port and went into many mid-Victorian public buildings.

This produced a large amount of traffic down from Caradon. This traffic, by edict of its 1843 Act, was gravitated down the hill in the evening by separate trucks, but the empties were hauled back by horse next morning. Locomotives were prohibited. They came in 1862, at which time the “hat traffic” also commenced— and ran for some 34 years. Not, of course, according to the timetable. Indeed, for all its life the



History in maps: First the canal (1828), then the Liskeard and Caradon Railway (1842), the Liskeard and Looe Railway (1860) and finally to "Outside Link" from Liskeard to Moorswater in 1901. The Liskeard and Caradon, which went through many transformations around Caradon finally vanished in 1917, when all the rails were taken up to aid the war effort.

Liskeard and Caradon railway appears never to have produced a single timetable. No copy appears to exist in the National Archives.

The Liskeard and Looe railway ran both freight and later passenger trains—the latter increasingly for tourists through the late 19th century. The railways reached an agreement on joint running in the 1870s, but still no passengers were carried north of Moorswater.

The first indication of the pattern of ser-

vices emerges from the early 20th century, after the crucial construction of the link line.. Two trains per day were operated in 1901, rising to seven daily just before the war. During this period, passenger numbers rose from 21,000 to 70,000 per annum.. After the war, the service frequency steadied at 8 per day for most of the rest of the century. The extract from the GWR's Service Time Tables (WTT) of September 1936 below shows 1 mixed and 7 passenger trains each way, with no fewer than 14 on Saturdays.. In addition there was a

Monday-Friday freight. Although the Looe branch had a physical connection to the GWR main line, the arrangement precluded any easy way for a through passenger train to operate. Freight, however, both then and now, could do so. The section beyond Looe station to the quay was closed in 1916.

Upon Nationalisation, the service pattern and indeed the GWR format of the timetables remained unchanged until the mid 1950s, when "Rationalisation" secured a

LISKEARD AND LOOE BRANCH.																											
The speed of trains over the Branch not to exceed 25 miles per hour.																											
Single Line worked by Electric Train Token Liskeard to Looe. Intermediate Crossing place Coombe Junction.																											
Down Trains.												Week Days.										Sundays.					
M. C.	STATIONS.	Ruling gradient 1 in	Time allowances for Ordinary Freight Trains (see page 2).			Pass.		Mixed		Pass.		Pass.		Goods		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.	
			Point to Point times.	Allow for stop.	Allow for start.	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX
			Mins.	Mins.	Mins.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
1 37	Liskeard Stop Board	273 F	1	2	1	5 45	7 25	8 55	9 54	11 20	12 15	1 25	1 45	3 5	4 35	4 45	5 15	5 45	6 50	7 30	9 5	8 45	10 40	12 15	2 30	3 55	7 35
2 5	Coombe J.S.	35 F	5	1	1	7 36	9 4	10 3	11 29	12 28	1 34	3 18	4 44	4 54	5 29	5 54	6 59	7 39	9 14	8 54	10 49	12 24	2 39	4 4	7 44		
3 64	St. Keyne	121 F	—	—	—	7 40	9 8	—	11 33	1 38	—	3 18	4 48	4 58	5 29	5 58	7 3	7 43	9 18	8 58	10 53	12 28	2 43	4 8	7 48		
6 9	Causeland	180 F	—	—	—	7 49	9 17	10 8	11 37	1 42	—	3 22	4 52	5 2	5 33	6 2	7 7	7 47	9 22	9 2	10 57	12 32	2 47	4 12	7 52		
8 39	Sandplace	160 F	11	1	1	7 49	9 17	10 13	11 42	1 14	1 47	3 27	4 57	5 7	5 33	6 7	7 12	7 52	9 27	9 7	11 2	12 37	2 52	4 17	7 57		
8 54	Looe	L	6	1	—	6 10	7 54	9 22	10 18	11 47	1 22	1 52	3 32	5 2	5 12	5 48	6 12	7 17	7 57	9 32	9 12	11 7	12 42	2 57	4 22	8 2	

A Arrives Moorswater 12.32 p.m. and departs 12.47 p.m. for Looe. † Engine depart Moorswater 5.30 a.m. † Engine depart Moorswater 8.20 a.m.
 § Engine depart Moorswater 6.45 a.m. SX. * Engine depart Moorswater 11.45 a.m.

Up Trains.												Week Days.										Sundays.					
M. C.	STATIONS.	Ruling gradient 1 in	Time allowances for Ordinary Freight Trains (see page 2).			Pass.		Pass.		Pass.		Goods		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.	
			Point to Point times.	Allow for stop.	Allow for start.	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX	SO	SX
			Mins.	Mins.	Mins.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
0 16	Looe	—	—	—	1	6 25	8 15	9 45	10 30	12 20	2 20	2 40	3 55	4 0	4 30	5 10	6 17	6 40	8 10	9 45	9 55	11 25	1 40	3 10	6 40	8 20	
2 28	Sandplace	L	6	1	1	8 21	9 51	10 36	12 26	2 26	2 46	3 7	4 6	—	—	—	—	—	—	—	—	—	—	—	—	—	
3 58	Causeland	180 R	4	1	1	8 25	9 55	10 40	12 30	2 30	—	3 5	4 10	—	—	—	—	—	—	—	—	—	—	—	—	—	
5 3	St. Keyne	180 R	4	1	1	8 29	9 59	10 44	12 34	2 34	—	3 9	4 14	—	—	—	—	—	—	—	—	—	—	—	—	—	
6 62	Coombe J.S.	121 R	5	1	1	8 43	10 13	10 51	12 41	2 41	3 25	3 16	4 21	5 10	5 30	6 3	7 1	7 51	9 26	10 16	11 46	2 1	3 31	7 1	8 41		
8 66	Liskeard	35 R	9	1	—	8 50	10 43	10 18	12 48	2 48	3 36	3 23	4 28	5 20	5 37	6 40	7 18	7 38	9 13	10 23	11 53	2 8	3 38	7 8	8 48		

T Light Engine to Moorswater at 9.0 p.m. Y Light Engine to Moorswater 10.20 p.m. Z Light Engine to Moorswater 3.45 p.m. SX.
 † Moorswater arrive 3.5 p.m., depart 3.20 p.m.

MONDAYS TO FRIDAYS LISKEARD TO LOOE – THE LOOE VALLEY LINE

Notes

Liskeard	‡⑥ d	0605	0714	0833	0958	1118	1215
Coombe Junction Halt	d	•	•	0842	1007	•	•
St Keyne Wishing Well Halt	d	0617x	0726x	0848x	1013x	•	1227x
Causeland	d	0621x	0730x	0852x	1017x	•	1231x
Sandplace	d	0624x	0733x	0856x	1020x	•	1234x
Looe	a	0636	0745	0904	1029	1146	1246

Notes

Liskeard	‡⑥ d	1319	1428	1541	1641	1801	1918
Coombe Junction Halt	d	•	•	•	•	•	•
St Keyne Wishing Well Halt	d	1331x	•	1553x	1653x	1813x	1931x
Causeland	d	1335x	•	1557x	1657x	1817x	1933x
Sandplace	d	1338x	•	1600x	1700x	1820x	1938x
Looe	a	1350	1456	1612	1712	1832	1949

MONDAYS TO FRIDAYS LOOE TO LISKEARD – THE LOOE VALLEY LINE

Notes

Looe	d	0637	0746	0909	1032	1147	1247
Sandplace	d	0642x	0751x	0914x	1037x	•	1252x
Causeland	d	0646x	0755x	0918x	1041x	•	1256x
St Keyne Wishing Well Halt	d	0649x	0758x	0921x	1044x	•	1259x
Coombe Junction Halt	d	•	•	0929	1052	•	•
Liskeard	⑥ a	0705	0814	0940	1103	1211	1317

Notes

Looe	d	1351	1457	1613	1715	1833	1952
Sandplace	d	•	1502x	•	1720x	1838x	1957x
Causeland	d	•	1506x	•	1724x	1842x	2001x
St Keyne Wishing Well Halt	d	•	1509x	•	1727x	1845x	2004x
Coombe Junction Halt	d	•	•	•	•	•	•
Liskeard	⑥ a	1415	1525	1639	1743	1901	2022

SATURDAYS LISKEARD TO LOOE – THE LOOE VALLEY LINE

Notes

Liskeard	⑥ d	0601	0712	0835	0958	1108	1212
Coombe Junction Halt	d	•	•	0844	1006	•	•
St Keyne Wishing Well Halt	d	0613x	0724x	0850x	1013x	•	1224x
Causeland	d	0617x	0728x	0854x	1017x	•	1228x
Sandplace	d	0620x	0731x	0858x	1020x	•	1231x
Looe	a	0632	0743	0906	1029	1136	1243

Notes

Liskeard	⑥ d	1324	1428	1542	1656	1801	1928
Coombe Junction Halt	d	•	•	•	•	•	•
St Keyne Wishing Well Halt	d	1337x	•	1554x	1709x	1813x	1941x
Causeland	d	1340x	•	1558x	1712x	1817x	1943x
Sandplace	d	1344x	•	1601x	1716x	1820x	1948x
Looe	a	1355	1456	1613	1727	1832	1959

SATURDAYS LOOE TO LISKEARD – THE LOOE VALLEY LINE

Notes

Looe	d	0633	0747	0909	1032	1137	1244
Sandplace	d	0638x	0752x	0914x	1037x	•	1249x
Causeland	d	0642x	0756x	0918x	1041x	•	1253x
St Keyne Wishing Well Halt	d	0645x	0759x	0921x	1045x	•	1256x
Coombe Junction Halt	d	•	•	0929	1052	•	•
Liskeard	‡⑥ a	0701	0815	0940	1103	1201	1312

Notes

Looe	d	1356	1456	1614	1728	1833	2000
Sandplace	d	•	1501x	1619x	1733x	1838x	2005x
Causeland	d	•	1505x	1623x	1737x	1842x	2009x
St Keyne Wishing Well Halt	d	•	1508x	1627x	1741x	1845x	2013x
Coombe Junction Halt	d	•	•	•	•	•	•
Liskeard	‡⑥ a	1420	1525	1644	1758	1901	2028

PC06 - LISKEARD AND LOOE

Mondays to Fridays
9 December to 16 May

Signal ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Orig. Dep. Time	2L71	2L71	2L72	2L73	2L74	2L75	2L76	2L77	2L78	2L79	2L80	2L81	2L82	2L83	2L84	2L85		
Orig. Loc. Name																		
Dest. Loc. Name																		
Timing Load	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150		
Operating Characteristics																		
Dates Of Operation	MSX	MO	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX	SX		
Liskeard	dep	1	06.05	06q07	...	07.14	...	08.33	...	09.58	...	11.18	...	12.15	...	13.19	...	14.28
Coombe Junction Halt	dep	2	...	...	...	...	...	08RMe42	...	10RMe07	...	...	...	...	...	...	...	...
Coombe No. 1 G.F.	arr	3	06OPRM11	06OPRM#13	...	07OPRM20	...	08OP42½	...	10OP07½	...	11OPRM24	...	12OPRM21	...	13OPRM25	...	14OPRM34
St Keyne Wishing Well Halt	dep	4	06.14	06q16	...	07.23	...	08.45½	...	10.10½	...	11.27	...	12.24	...	13.28	...	14.37
Causeland	dep	5	06Rp18	06Rr20	...	07Rp27	...	08Rp49½	...	10Rp14½	...	...	...	12Rp28	...	13Rp32	...	...
Sandplace	dep	6	06R21½	06Rq23½	...	07R30½	...	08Rp53	...	10Rp18	...	...	...	12R31½	...	13R35½	...	...
Looe	dep	7	06Rp25	06Rr27	...	07Rp34	...	08R56½	...	10Rp21½	...	...	...	12Rp35	...	13Rp39	...	...
	arr	8	06w34	06w34	...	07w43	...	09.04	...	10.29	...	11w44	...	12w44	...	13w48	...	14w54
Looe	dep	9	...	...	06.37	...	07.46	...	09.09	...	10.32	...	11.47	...	12.47	...	13.51	...
Sandplace	dep	10	...	...	06R42½	...	07R51½	...	09R14½	...	10R37½	...	...	...	12R52½	...	...	...
Causeland	dep	11	...	...	06R46½	...	07R55½	...	09R18½	...	10R41½	...	...	...	12R56½	...	...	...
St Keyne Wishing Well Halt	dep	12	...	...	06Rp50	...	07Rp59	...	09Rp22	...	10Rp45	...	...	...	13Rp00	...	...	...
Coombe No. 1 G.F.	arr	13	...	...	06OPRM54	...	08OPRM03	...	09OP26	...	10OP49	...	12OPRM02½	...	13OPRM04	...	14OPRM06½	...
Coombe Junction Halt	dep	14	...	...	06.57	...	08.06	...	09.29	...	10.52	...	12.05½	...	13.07	...	14.09½	...
Looe	dep	15	...	...	...	...	08.14	...	09RMer32½	...	10RMer55½	...	...	...	...	...	...	...
Liskeard	arr	17	...	...	07.05	...	08.14	...	09.40	...	11.03	...	12.11	...	13w15	...	14.15	...

Public arrival 2 minutes earlier

grip on the railway.

In 1966 the line was due to be closed under Richard Beeching's *Reshaping of Britain's Railways plan*, but was reprieved just two weeks before its scheduled closure by Minister of Transport Barbara Castle.

Since 1992 the Looe Valley Line has been

one of the railway lines promoted by the Devon and Cornwall Rail Partnership. Passenger numbers have risen from around 58,000 in 2001 to 95,000 in 2010. The Looe Valley Line Rail Ale Trail was launched early in 2004 and encourages rail travellers to visit eleven pubs near the line. The line was designated as a community rail line in September 2005, being one of

seven pilots for the Department for Transport's Community Rail Development Strategy.

The passenger service, operated by First Great Western since 10 December 2006, consists of nine trains each way daily.

Freight

Last train to Bonzabadgery

Sharpen your TT research skills

USE THE CLUES AND INDIGENOUS meanings provided to ascertain the date of the first and last timetables to show these stations—or at least the years on which the first and last trains stopped at the following Australian railway stations. You might like to discover the nearest mile-post as well. Hint: the quotes mostly come from Trove, the NLA’s search engine.

Wopetbungundilar—*Place of feathers.* Birth town of international model and actress Portia de Rossi.

Bonzabadgery—*Such a pretty name*

Wonglepong—*A condition suffered by Boy Scouts*

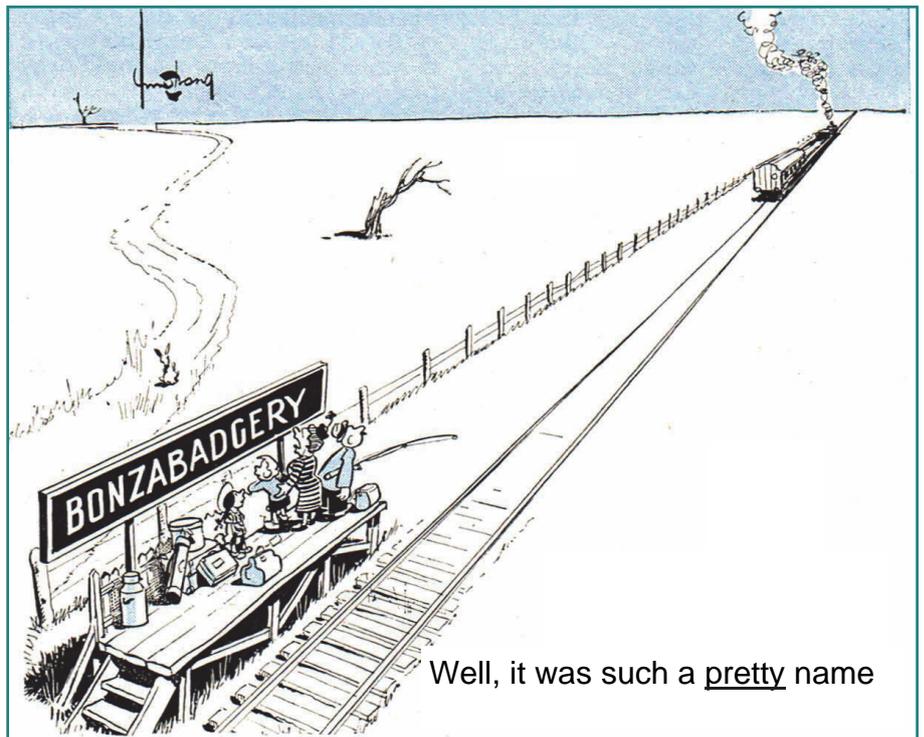
On the railway lines
There are stations where one dines
Private individuals
Also run refreshment stalls
Males and females, high and dry,
Hang around at Durikai,
Boora-Mugga, Djarawong,
Giligulul, Wonglepong.

G.....g—“One can imagine the wily blackfellow chuckling over the gullibility of his white questioner, when he found the latter eager to accept such words as “G.....g” (excrement), Poowong (rottenness), Boinka (flat white beetle), and Korumburra (maggot or blowfly)”.

Beilpajah—*Place of dreadful thirst*

Dear Aunt Dorothy— As it is such a long time since I last wrote to you, I thought I would write again. We had a nice rain here yesterday and last night. I am glad you received the Sturt peas in good order. My step-sister, Carrie, is up at Beilpajah. She went up for a week last Monday, and is coming home in the express tomorrow morning. It is like dust up here to-day.

Brewery Junction. [picture below] — the Adelaide mine can send away 20 tons of ore per week, but the train tariff is absolutely prohibitory. I hear that the General



Well, it was such a pretty name

Manager of Railways disclaims having any authority over the loop line from the Brewery Junction, and yet debars the Adelaide Co. from using the same, consequently it costs the above company something like 12s. 6d. per ton to get their ore from the mine.

Tyumba—*Open grass country.* See photo at upper right.

Radium Hill—*Place that glows in the dark.* Sir William Slim (Billy to his friends) opened it.

Pundano —*Place where the Spinifex Flyer never stops.* [picture, 2nd right]

Sugar Works Picture lower right.

Helling—*Place where Lena Leapt.* [picture 3rd right]

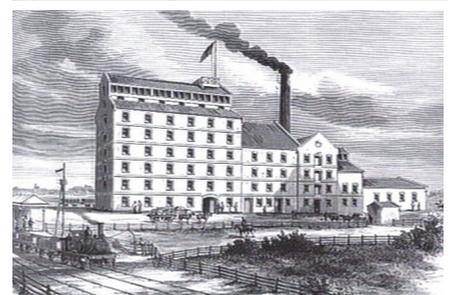
Cream of Tartar—*Good damper.* Read your back issues of The Times.

Fumina — The Committee, returned to Melbourne last night. It is surmised that the committee will probably recommend the construction of a light line.

No. 4 M..... Station. — *Dead end of a Dead end railway.*

Burra Rock — The men in the employ of will henceforth have the privilege of communication by wireless with the outside world. Mr. G. Lambert, MLA, went to the head of the line on Sunday for the purpose of installing a set specially constructed by the Wireless Supply Company. This installation will enable the people at the main camp to enjoy the privilege of listening to music, speeches and news.

Goo-en. “really cool!”



Fly faster than instant noodles!

World's shortest air route by YOSHIKI SAGA

IF ASKED THE QUESTION “Where is the world’s shortest commercial air route?” what would you answer?

The question was posed by Yoshiki Soga in his famous book “Reading World History from Transportation Timetables (see The Times December 2014).

The answer — in brief, and according to Google Translate — was “Destination island just opposite”. Mr Soga titled this chapter of his book “Fly faster than instant noodles.” In it, he continued,

“Specifying what the “world’s shortest airline route or flight” is not so easy and involves factors such as

- Do we define it by time or distance
- Do we take ground time into account?
- Is it the straight line between airports or the actual flight distance?
- Is it defined by the time in the timetable?
- Is it a regular route?

However, nearly everyone would agree that by any definition the world’s shortest airline flight or route must be in the Orkney Islands from Westray to Papa Westray.

The flight time is two minutes! This is considerably shorter than the next shortest flight time, which was a 6

minute flight across San Francisco Bay on a route that was operated before WWII.

The Orkney Islands are located just north of the British mainland, and comprise some 70 islands in total. They are at latitude circa. 59 degrees, which is not a high latitude by Japanese standards

The islands are rather rural, with fishing agriculture and the North Sea oil fields being important features.

Westray is located in the north of the Orkney Islands. Across the sea about 2 miles away is the island Papa Westray—should we call it “Chichi” Westray? [Joke:- Chichi means “Father” in Japanese]

Although timetabled for 2 minutes, what is the real elapsed time of this flight? This is easy to answer because videos of the flight have been posted on the Internet, for instance:

<http://www.youtube.com/watch?v=fwyVWwCAD2A>

<http://www.youtube.com/watch?v=pizP-00IVLM>

[Editor's note: these YouTube videos are probably not the video referred to by Yoshi– but they serve the purpose. In the first video the time from starting the take-off run to finishing the landing run is about 1m 45s. The shortest flight time achieved by veteran Loganair pilot Stuart Linklater, was said to be 52 seconds.]



Orkney Inter-Isles Air Services

Timetable from 3 March to 26 October 2014

Reservations (01856) 872494 (01856) 873457

Timetable notes

A - School term only
5-26 Mar, 16 Apr-25 Jun, 20 Aug-8 Oct

B - School holidays
2 & 9 Apr, 2 Jul-13 Aug, 15 & 22 Oct

School term only
Flight drop-off/pick up on request

According to the video, the plane appears to land on a short runway in grasslands in the corner of the smaller island, with one or two houses. The more I think about it, the trip shown on the video is almost like a bus trip;

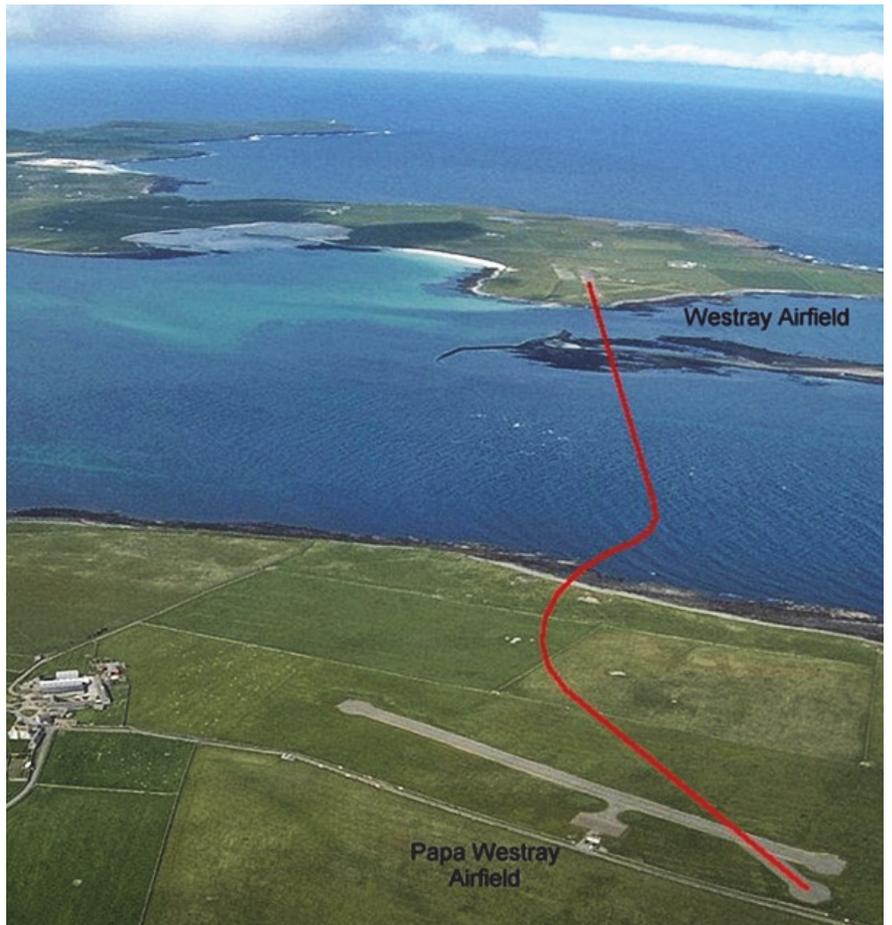
Flight Number	LOG	Monday							Tuesday							Wednesday								
		311	312	313	314	317	318	319	321	322	323	324	327	328	329	331	332	333	335	336	337	338	339	339
Notes																			A			A	B	
KIRKWALL dep		07:35	08:40	09:40	10:50	15:30	16:30	17:30	07:35	08:30	09:30	10:30	15:30	16:30	17:30	07:35	08:40	09:40	13:35	14:45	15:30	16:30	17:30	17:30
Eday arr																				14:56				17:41
Eday dep																				15:01				17:46
Stronsay arr				09:51					08:41											08:51				
Stronsay dep				09:56					08:46											08:56				
Sanday arr				10:02			16:44		08:52			15:44								09:02		15:44		
Sanday dep				10:07			16:49		08:57			15:49								09:07		15:49		
Westray arr			08:56							09:44										09:56				
Westray dep			09:01							09:49										10:01				
Papa Westray arr			09:03		15:46				09:51	10:46		16:46								10:03			16:46	
Papa Westray dep			09:08		15:51				09:56	10:51		16:51								10:08			16:51	
Westray arr				15:53							16:53												16:53	
Westray dep				15:58							16:58												16:58	
North Ronaldsay arr		07:53			11:08		17:48		07:53		11:01		17:48		07:53			13:54				17:48	17:55	
North Ronaldsay dep		07:58			11:13		17:53		07:58		11:06		17:53		07:58			13:59				17:53	18:00	
Papa Westray arr					11:23													14:09						
Papa Westray dep					11:28													14:14						
Eday arr		08:07																						
Eday dep		08:12																						
Stronsay arr							16:55					15:55									15:55			
Stronsay dep							17:00					16:00									16:00			
KIRKWALL arr		08:23	09:24	10:21	11:44	16:12	17:11	18:11	08:16	09:11	10:12	11:24	16:11	17:14	18:11	08:22	09:21	10:24	14:30	15:12	16:11	17:14	18:11	18:18

at the take-off, the plane seems to graze the ground and heads at a low altitude towards the opposite bank. There is, of course, no such a thing as nifty in-flight service. There is, in addition, the time of taxiing, which is not shown in the video. Taxiing seems to occupy a further two minutes in total.

Logan Air operates this route with 10-seater small aircraft, similar to those used in the Izu Islands in Japan. The ambiance is not quite like a car- but the pilots are in full sight of the passengers.

Logan Air operates in other areas of Scotland. It's nothing to do with "presbyopia" of course [another Japanese joke?]. Logan was founded in 1962 by the a local building company, Logan Constructions. Logan is currently (2008) affiliated with British Airways and some flights are operated by code-share.

The flights to the Orkney Islands have been popular with tourists and locals for over 40 years or, as we Japanese say, because of one thing or another, it's been going for 40 years (Karekore.)



Flight Number	LOG	Thursday						Friday						Saturday				Sunday					
		341	342	343	346	347	348	349	351	352	353	356	357	358	359	361	362	363	366	369	373	377	379
Notes																							
Kirkwall	dep	07:35	08:30	09:30	14:20	15:30	16:30	17:30	07:35	08:30	09:30	14:20	15:30	16:30	17:30	08:30	09:30	10:30	14:20	16:00	10:30	15:30	17:30
Stronsay	arr		08:41							08:41							09:41						
	dep		08:46							08:46							09:46						
Sanday	arr		08:52			15:44				08:52			15:44				09:52						
	dep		08:57			15:49				08:57			15:49				09:57						
Papa Westray	arr										14:36										10:46		
	dep										14:41										10:51		
North Ronaldsay	arr	07:53			14:38			17:48	07:53			14:51			17:48			10:48	14:38	16:18			17:48
	dep	07:58			14:43			17:53	07:58			14:56			17:53			10:53	14:43	16:23			17:53
Sanday	arr																						18:00
	dep																						18:05
Westray	arr			09:44							09:44					08:44							
	dep			09:49							09:49					08:49							
Papa Westray	arr			09:51	14:53		16:46				09:51			16:46		08:51			16:33			15:46	
	dep			09:56	14:58		16:51				09:56			16:51		08:56			16:38			15:51	
Westray	arr						16:53							16:53								15:53	
	dep						16:58							16:58								15:58	
Stronsay	arr					15:55							15:55										18:11
	dep					16:00							16:00										18:16
Kirkwall	arr	08:16	09:11	10:12	15:14	16:11	17:14	18:11	08:16	09:11	10:12	15:14	16:11	17:14	18:11	09:12	10:11	11:11	15:01	17:04	11:24	16:12	18:27

By Bus to Bridgewater

by HILAIRE FRASER

THE TIMES HAS PREVIOUSLY published articles on Hobart bus services operated by Metro Tasmania in the inner and middle northern suburbs, the eastern shore and South Hobart. This article will cover bus services in Hobart's far north to Bridgewater, Brighton & Gagebrook.

The cover of the Bridgewater to Hobart City timetable lists route numbers 110, 111, 117, 118, 119, 120, 121, 122, X1 and X7.

Outward journeys from Hobart on the Monday to Friday timetable are as follows. The first journey departs Hobart at 7.00am as route 111 bound for Cove Hill Fair via Bridgewater All Stops, then X1 services to Cove Hill Fair via Bridgewater Express depart every 30 minutes from 7.17am to 2.10pm and every 20 minutes until 6.10pm. The 5.50 and 6.10 departures extend to Gagebrook from Cove Hill Fair as X7 services. In the evening Bridgewater is serviced by 117 Gagebrook All Stop services departing Hobart at 7.10, 8.10, 9.10, 10.10, 11.10 and 12.10. The 10.10 service is extended as route 119 from Gagebrook back to Glenorchy through Old Beach and Otago providing a service to the eastern side of the Derwent River.

Inward Monday to Friday journeys commence with 5.38am 117 journey from Gagebrook. Then X1 journeys depart Cove Hill Fair approximately every 20 minutes from 6.30am to 8.45am and approximately every 30 minutes until 5.42pm with the 4.43, 5.09 and 5.42 journeys terminating at Glenorchy rather than going through to Hobart City. The 6.46am X1 journey commences from Brighton at 6.34am. A school days only 110 journey leaves Bridgewater at 7.14am for Hobart. The evening service comprises 117 departures from Gagebrook at 6.35, 7.36, 8.36, 9.39 and 10.39.

Outward journeys from Hobart on Saturday commence with departures at 8.10am and 9.10am on route 118 to Gagebrook via Bridgewater All Stops omitting Lamprill Cr Herdsmans Cove. Then X7 journeys operated to Gagebrook via Bridgewater Express approximately every 40 minutes from 10.10am to 5.00pm. 117 services to Gagebrook depart Hobart at 6.10pm, 7.10pm, 8.10pm, and 9.10pm. The 10.10pm departure is extended as route 121 from Gagebrook back to Glenorchy through Old Beach and Otago, omitting Lamprill Cr. The 11.10pm and 12.10pm departures are extended from as route 122 from Gagebrook to Old Beach & Otago,

omitting Lamprill Cr. Inward Saturday journeys operate as X7 from Gagebrook approximately every 40 minutes from 7.20am to 3.02pm then as 117 at 3.29, 4.25, 5.25, 6.24, 7.39, 8.39, 9.39, and 10.39.

Sunday departures from Hobart operate hourly as 117 to Gagebrook from 8.10am to 5.10pm. The 6.10 departure is extended as route 120 from Gagebrook back to Old Beach and Otago. The 7.10, 8.10 and 9.10 departures are extended from as route 122 from Gagebrook to Old Beach & Otago, omitting Lamprill Cr. Inward departures operate as 117 from Gagebrook approximately hourly from 8.34am to 6.33pm.

The cover of the Brighton & Gagebrook to Hobart City timetable lists route numbers 113, 114, 115, 117, 118, 119, 120, 121, 122, 126, 127, 128, 697, 698, 800, X1, X3, X8 and X7.

Routes 117, 118, 119, 120, 121, 122 and X7 operate via Bridgewater and have already been outlined.

On Mondays to Fridays route 126 journeys depart Glenorchy for Gagebrook & Brighton via Otago & Old Beach at 8.00am, 9.21am, 11.00am, 2.45pm. Return 126 trips to Glenorchy leave Bridgewater at 6.51am and 7.19am, both school days only, and then from Brighton at 9.09, 10.30, 12.09, 2.20, 3.42, 4.45 and 5.54. In addition a 114 trip departs Glenorchy at 10.30am for Cove Hill Fair via Gagebrook. Saturday 126 services depart Glenorchy for Brighton at 9.39, 11.49, 2.35 and 4.34. Return 126 services depart Brighton for Glenorchy at 8.40, 10.50, 1.00, 3.40 and 5.40. In addition to the Glenorchy feeders express services operate from Hobart to Cove Hill Fair (X3) and Brighton (X9) via Gagebrook at 12.05pm (X3), 1.05pm (X9), 2.05pm (X3), 3.15pm (X9), 3.41pm (X3), 4.20pm (X9), 4.45pm (X3), 5.20pm (X9) and 6.20pm (X9) Mondays to Fridays. The 3.41pm and 4.45pm services connect with 127 Gagebrook to Brighton via Briggs Rd services. Inward X3 services leave Cove Hill Fair for Hobart via Gagebrook at 6.36am, 7.02am, 7.32am, 7.50am, 9.55am and 3.18pm. The Briggs Rd service departs Brighton at 7.31am as 128 proceeding to Gagebrook and Cove Hill Fair.

Monday to Friday Brighton express services also operate via Bridgewater from Glenorchy at 10.10am (X8) and from Hobart at 12.20pm (X8 via Glenorchy) and 5.50pm (800 direct via Brooker Highway). Inward trips depart Brighton at 7.00am

(800) and at 9.58am (X8), 10.58am (X8), 1.30pm (X8 to Glenorchy).

Local Monday to Friday services operate as 115 from Gagebrook to Cove Hill Fair at 6.41am, 7.03am, 7.25am and as 113 omitting Lamprill Cr at 7.58am. 115 return services operate from Cove Hill Fair at 8.34am 3.44pm and 4.23pm. The afternoon trips operate school days only.

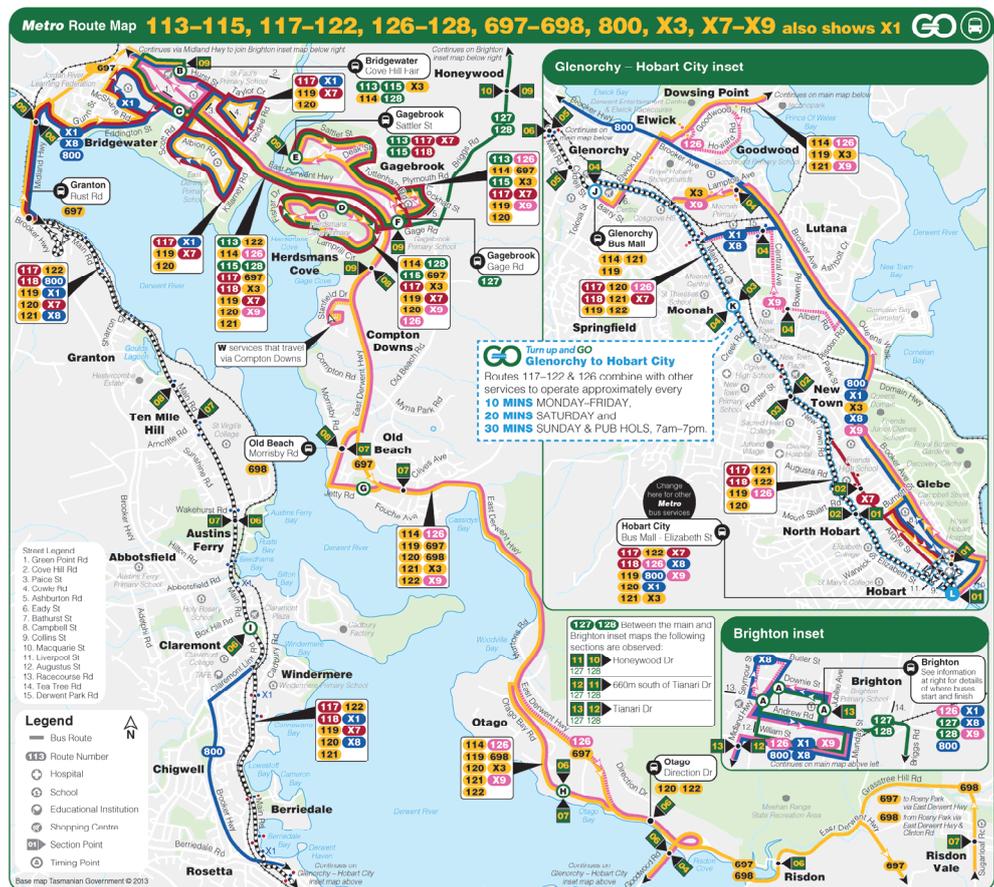
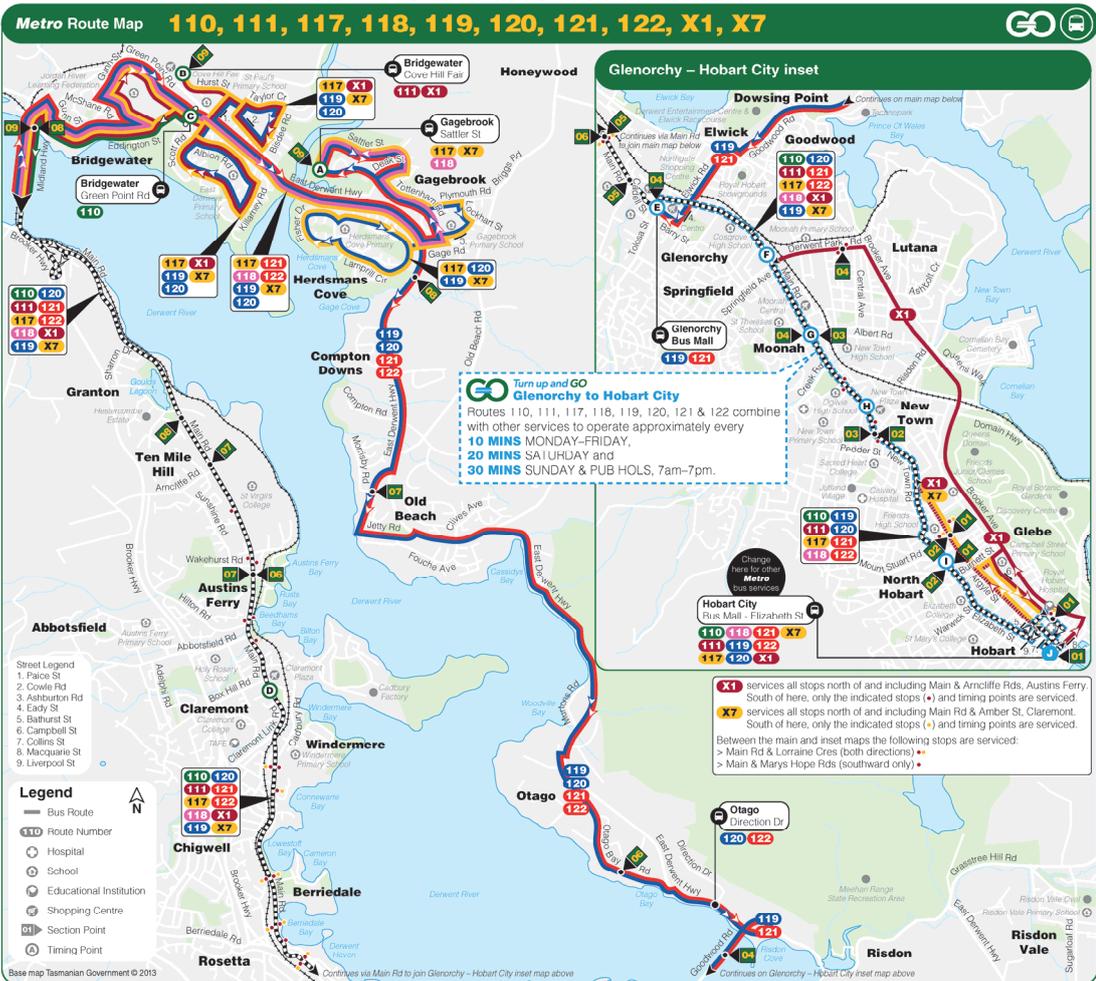
A 697 service leaves Granton at 7.24am to Rosny Park via Old Beach and Otago. The return service leaves Rosny Park at 3.35pm as 698 to Old Beach. 697 and 698 operate school days only. The map accompanying this article shows 125 Glenorchy-Brighton omitting Lamprill Cr. This route was discontinued with the 3 November 2013 timetable.

In June 2014 Metro released details of the Northern Suburbs network review. Under these proposals Bridgewater, Gagebrook and Brighton services will be as follows:-

- 520 Hobart- Bridgewater via Claremont
- 521 Hobart- Brighton via Claremont
- 522 Hobart- Gagebrook via Claremont
- 530 Hobart-Bridgewater via Old Beach
- X20 Hobart- Bridgewater via Claremont (Peak Hour Express)
- X21 Hobart- Brighton via Claremont (Peak Hour Express)
- X30 Hobart-Bridgewater via Old Beach (Peak Hour Express)

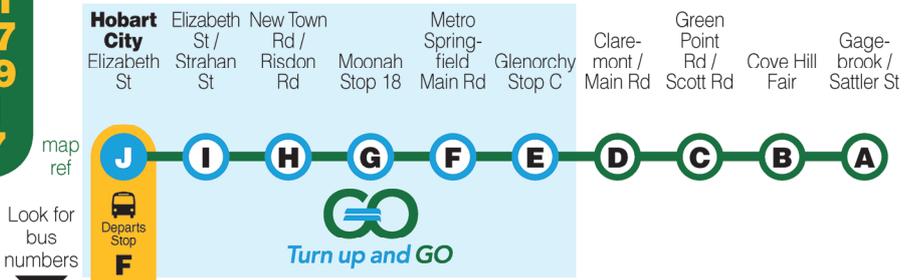
Off-peak express services would no longer operate and Briggs Rd would not be served due to insufficient patronage. These proposals were to be implemented in November but their commencement has been delayed until funds are available.

By contrast the Moore's Monthly Guide dated March 1949 shows suburban trains leaving Hobart Mondays to Saturdays for Bridgewater at 6.15am, 6.25am, 9.35am, 9.45am, 1.00pm, 2.20pm, 4.00pm (except Sat), 4.30pm, 5.30pm (except Sat), 6.20pm, 7.32 (Sat only), 10.00pm, 11.25pm (Sat only). Sunday services depart at 1.00pm, 1.35pm and 3.00pm. Trains leave Hobart Mondays to Saturdays for Brighton at 6.25am, 9.10am (Launceston train), 1.00pm and 4.30pm. The only Sunday service for Brighton departed Hobart at 3.00pm. Trains leave Bridgewater Mondays to Saturdays at 12.27am (except Mon) 8.02am, 8.13am, 9.00am, 10.40am, 2.00pm, 4.04pm, 4.41pm, 6.26pm, 7.13pm (Fridays and Saturdays excepted), 8.15pm (Sat only), 8.38pm (Fri only), 9.49pm. Sunday services leave Bridgewater at 12.15am, 12.27am, 1.45pm, 5.10pm, 5.39pm and 7.57pm. Monday to Saturday services leave Brighton at 7.50am, 9.56am, 1.50pm, 4.22pm, 6.15pm and 9.40pm. Sunday services left Brighton at 5.00pm and 7.50pm.





Hobart City - North Hobart - New Town - Moonah - Glenorchy - Claremont - Austins Ferry - Granton - **Bridgewater** - Gagebrook



Monday to Friday

	111	E7.00	7.07	7.12	7.16	7.21	7.27	7.38	7.58	8.01	....
	X1	7.17	....	....	....	7.30	7.34	7.43	8.01	8.11	....
	X1	A7.50	....	8.01	8.04	8.07	8.11	8.22	8.42	8.54	....
	X1	A8.10	....	8.21	8.24	8.27	8.31	8.42	9.02	9.14	....
am	X1	8.40	....	....	....	8.54	8.58	9.08	9.28	9.40	....
	X1	9.10	....	....	....	9.24	9.28	9.38	9.58	10.10	....
	X1	9.40	....	....	....	9.54	9.58	10.08	10.28	10.40	....
	X1	10.10	....	....	....	10.24	10.28	10.38	10.58	11.10	....
	X1	10.40	....	....	....	10.54	10.58	11.08	11.28	11.40	....
	X1	11.10	....	....	....	11.24	11.28	11.38	11.58	12.10	....
pm	X1	11.40	....	....	....	11.54	11.58	12.08	12.28	12.40	....
	X1	12.10	....	....	....	12.24	12.28	12.38	12.58	1.10	....
	X1	12.40	....	....	....	12.54	12.58	1.08	1.28	1.40	....
	X1	1.10	....	....	....	1.24	1.28	1.38	1.58	2.10	....
	X1	1.40	....	....	....	1.54	1.58	2.08	2.28	2.40	....
	X1	2.10	....	....	....	2.24	2.28	2.38	2.58	3.10	....
	X1	2.30	....	....	....	2.44	2.48	2.58	3.18	3.30	....
	X1	2.50	....	....	....	3.04	3.08	3.18	3.38	3.50	....
	X1	A3.10	....	3.21	3.26	3.29	3.33	3.44	4.06	4.21	....
	X1	3.30	....	....	....	3.45	3.50	4.01	4.23	4.39	....
	X1	3.50	....	....	....	4.05	4.10	4.21	4.43	4.59	....
	X1	4.10	....	....	....	4.25	4.30	4.41	5.03	5.19	....
	X1	4.30	....	....	....	4.45	4.50	5.01	5.23	5.39	....
	X1	4.50	....	....	....	5.05	5.10	5.21	5.43	5.59	....
	X1	5.10	....	....	....	5.25	5.30	5.41	6.03	6.19	....
	X1	5.30	....	....	....	5.45	5.50	6.01	6.23	6.39	....
		800	5.35	....	....	....	....	5.57	6.13	6.15	....
		X7	5.50	5.58	6.01	6.04	6.07	6.18	6.36	6.50	7.08
	X7	6.10	....	6.18	6.21	6.24	6.27	6.38	6.56	7.10	7.28
	117	E7.10	7.17	7.22	7.26	7.31	7.37	7.47	8.04	....	8.32
	117	E8.10	8.16	8.20	8.23	8.26	8.32	8.42	8.58	....	9.26
	117	E9.10	9.16	9.20	9.23	9.26	9.32	9.42	9.58	....	10.26
	119	E10.10	10.16	10.20	10.23	10.26	10.32	10.42	10.59	....	Z11.23
	117	E11.10	11.16	11.20	11.23	11.26	11.32	11.42	11.58	....	12.26
am	117F	E12.10	12.16	12.20	12.23	12.26	12.32	12.42	12.58	....	1.26

Turn up and GO Glenorchy to Hobart City

Routes 110, 111, 117, 118, 119, 120, 121 & 122 combine with other services to operate approximately every **10 MINS** MONDAY-FRIDAY, **20 MINS** SATURDAY and **30 MINS** SUNDAY & PUB HOLDS, 7am-7pm.

Explanations

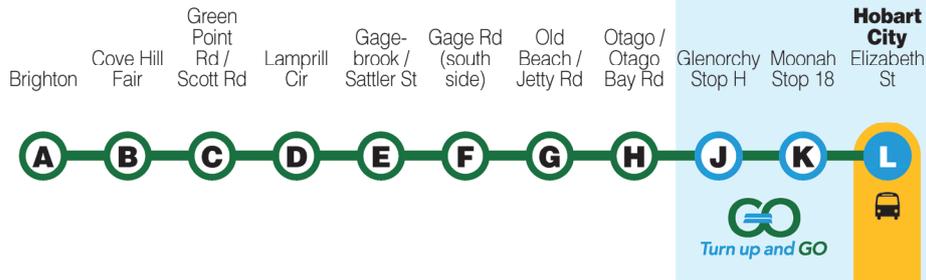
- A** Service travels via Argyle St, New Town Rd and Main Rd between Hobart City and Glenorchy.
- D** Service continues to East Derwent Hwy & Direction Dr, Otago.
- E** Bus departs from Stop E.
- Z** Service continues to Glenorchy. Please see pages 4 and 5.
- Wheelchair-accessible service.



map ref

Look for bus numbers

Brighton - Bridgewater - Gagebrook - Old Beach - Otago - Glenorchy - Moonah - Hobart City



Monday to Friday

	X3	....	6.36	6.38	6.48	6.53	6.59	7.04	7.11	J7.21	....	7.36
	126S	....	....	6.51	7.01	7.07	7.15	7.20	B	7.40	....	....
	X3	....	7.02	7.05	7.17	7.23	7.30	7.36	7.44	J7.56	....	8.13
	126S	....	....	7.19	7.29	7.34	7.41	7.46	B	A8.07	....	....
am	697S	....	....	K7.28	7.38	7.43	Y7.49	....	....	....	....	....
	X3	....	7.32	7.35	7.48	7.54	8.02	8.08	8.17	J8.32	....	8.52
	X3	....	7.50	7.53	8.06	8.12	8.20	8.26	8.35	J8.50	....	9.10
	126	9.09	9.24	9.27	9.37	9.42	W9.49	9.57	10.04	J10.17	....	....
	X3	....	9.55	9.58	10.10	10.16	10.23	10.29	10.37	J10.49	....	11.06
	126	R10.30	10.48	10.50	11.00	11.06	W11.13	11.21	11.28	J11.41	....	....
	114	....	11.27	11.29	11.36	11.40	11.47	11.50	11.57	J12.09	....	....
	126	R12.09	12.27	12.29	12.39	12.45	W12.52	1.00	1.07	J1.20	....	....
	114	....	1.27	1.29	1.35	1.39	W1.46	1.52	1.59	J2.11	....	....
	126V	2.20	2.35	2.38	2.47	2.52	W2.58	3.06	3.13	J3.25	....	....
	126S	2.20	2.35	2.38	P2.46	2.58	W3.06	3.14	3.21	J3.34	....	....
pm	X3V	....	3.18	3.21	3.33	3.39	3.46	3.52	4.00	J4.12	....	4.29
	X3S	....	3.18	3.23	3.35	3.41	3.48	3.54	4.02	J4.14	....	4.31
	126	3.42	3.57	4.00	4.09	4.14	W4.20	4.28	4.35	J4.47	....	....
	126	4.45	5.00	5.03	5.12	5.17	W5.23	5.31	5.38	J5.50	....	....
	126	5.54	6.09	6.12	6.21	6.26	W6.32	6.40	6.47	J6.59	....	....
	119	....	....	10.59	11.18	11.23	11.29	11.34	11.41	J11.51	....	....

Saturday

am	126 ♿	R8.40	8.58	9.01	9.11	9.16	9.23	9.31	9.39	9.50	10.04	10.21
	126	10.50	11.05	11.08	11.17	11.22	11.28	11.36	11.43	11.55	....	....
	126 ♿	R1.00	1.18	1.21	1.31	1.36	1.43	1.51	1.59	2.10	2.24	2.41
	126	3.40	3.55	3.58	4.07	4.12	4.18	4.26	4.33	4.45	....	....
pm	126 ♿	5.40	5.55	5.58	6.07	6.12	6.18	6.26	6.33	6.45	....	....
	121 ♿	....	....	10.58	....	11.06	11.11	11.16	11.23	11.33	....	....
	122 ♿	....	....	11.58	....	12.05	12.10	12.15	Z12.22	....	....	....
am	122 ♿	....	....	12.58	....	1.05	1.10	1.15	Z1.22	....	....	....

Sunday & Public Holidays

pm	120 ♿	....	....	7.00	7.19	7.24	7.30	7.35	Z7.42	....	....	....
	122 ♿	....	....	7.58	....	8.05	8.10	8.15	Z8.22	....	....	....
	122 ♿	....	....	8.58	....	9.05	9.10	9.15	Z9.22	....	....	....
	122 ♿	....	....	9.58	....	10.05	10.10	10.15	Z10.22	....	....	....

Explanations

- A** Service travels via Howard Rd Goodwood.
- D** These times are shown out of order. Service travels from Gagebrook to Green Point Rd and terminates at Cove Hill Fair.
- F** Service operates on Fridays only.
- G** Service travels via Sattler St, Deak St, Tottenham Rd and Gage Rd, omitting Plymouth Rd, Lockhart St and Ashburton Rd.
- J** Bus departs from Stop J.
- K** Service commences from Brooker Hwy & Rust Rd Granton at 7.24am.
- L** Service travels via Lamprill Cir, Albion Rd and Killarney Rd omitting Fisher Dr, Paice St, Hurst St, Cowle Rd and Bisdee Rd.
- M** Service travels via Eddington Rd omitting McShane Rd and Gunn St.
- P** Service travels via Herdsmans Cove Primary School.
- R** Service travels via Racecourse Rd.
- S** Service operates on school days only.
- V** Service operates school holidays only.
- W** Service travels via Compton Downs.
- Y** Service continues to Rosny Park arriving at 8.20am.
- Z** Bus continues to East Derwent Hwy & Direction Dr, Otago.
- ♿ Wheelchair-accessible service.

The first train across the Nullarbor

Letter from JOHN EVANS

I READ WITH GREAT INTEREST your article that accompanied the copy of the Guard's Train Running Statement purportedly detailing the passage of the first passenger train which travelled west from Port Augusta to Kalgoorlie on 22-24 October 1917.

I had seen a part of these documents previously in David Burke's 1978 *Great Steam Trains of Australia*, but never both pages.

You're on the money when you say this Statement is in all probability a compilation re-written from the original paperwork.

The original Running Statement would have been a single document that would have been passed from one guard to the other, each time they changed over.

This was "relay working" at its best. There were two Guards on the train leaving Port Augusta. One worked out while the other rested. James Pollard worked the first leg from Port Augusta to Kingoonya, where he was relieved by his colleague - A Brown.

Just to illustrate this point, I have included a copy of the Guard's Train Running Statement for the inaugural standard gauge passenger train to Alice Springs in October 1980 (rear cover). Once again two guards (and for that matter two loco crews as well) worked in relay from Port Augusta.

Guard Stan. Groth undertook the first shift while Guard Allan McLean rested. Like the professional railwayman he was, Stan went to the trouble of setting up the Statement with all the stations and booked (i.e. scheduled) running times from Port Au-

gusta to Alice Springs.

Stan worked the first leg to Tarcoola and then Allan McLean took over from Tarcoola to Chandler on the new line. Stan's very distinctive and unusual hand writing can be seen in the Actual Running Times columns on the Statement.

The two Guards on the first passenger train across the Nullarbor would have kept a record of their train's progress in the same fashion. But the "copy" is in the same person's hand writing from Port Augusta to Kalgoorlie, pointing towards this document not being the original.

It's interesting to note that despite over 60 years between these two trains, the Guard's Train Running Statement is little changed.

The fact that this is a copy (and actually not a very good one at that - see later in this letter) can be confirmed by the printer's notation in the bottom right hand corner of the document. 4.62 tells us that this form was one of 30,000 (30M) produced (possibly by the Commonwealth Government Printer - or a local printer in Port Augusta) in April 1962. So the copy is more recent than might have been expected.

Now to the details in the Statement itself.

Beyond Barton the stations in order were:

- 408 Miles - eventually named Immarna
- Ooldea
- Watson
- Fisher
- Cook

The Guard's Train Running Statement reads:

- 408 Miles
- Deacon (sic) at 427 miles (from Port Augusta) is actually the site of Ooldea
- Watson
- Reid
- Fisher
- Cook

Beyond Cook the stations were originally:

- Hughes
- Deakin
- Reid
- Forrest

The Guard's Train Running Statement reads:

- Hughes
- 599 Miles - eventually named Deakin
- Forrest

All very confusing (not to mention messy) to say the least.

The details relating to the Guards changing over warrant a comment. We have James Pollard working from Port Augusta to Kingoonya. Then the record shows A Brown working from Kingoonya to Reid (which we know is not in the proper station order reading from Port Augusta). James Pollard resumed duty from Reid to Loongana, and A. Brown worked the final leg into Kalgoorlie.

For purposes of calculation I have taken Reid in this instance to be the site of present-day O'Malley.

From this distance, and given the passage of time, we will probably never know why Guard A Brown worked such a long shift (at least 13 hours 25 minutes) from Loongana to Kalgoorlie without being relieved by Guard James Pollard at, say, the 106 Miles during the 142-minute wait for a relief engine from Zanthus.

The reference to "106 miles" itself throws

From/To	Distance	Times		Elapsed time	
		Booked	Actual	Booked	Actual
Port Augusta		dep 9.00pm	dep 9.33pm		
Kingoonya	210 miles	arr 3.42am	arr 5.54am	6 hrs 42 mins	8 hrs 21 mins
Kingoonya		dep 3.52am	dep 6.58am		
Reid (?)**	256 miles	arr 12.08pm	arr 3.55am	8 hrs 16 mins	8 hrs 57 mins
Reid (?)**		dep 12.13pm	dep 3.58pm		
Loongana	249 miles	arr 9.25pm	arr 1.20am	9 hrs 12 mins	9 hrs 22 mins
Loongana		dep 9.40pm	dep 1.30am		
Kalgoorlie	336 miles	arr 6.30am	arr 2.55pm	8 hrs 50 mins	13 hrs 25 mins

up yet another anomaly. Having quoted mileages from Port Augusta, why suddenly change to quoting a distance east from Kalgoorlie?

A word or two on the number of sidings that initially had no name – only a mileage to denote their whereabouts - and those that did carry a name.

It is important to recognize that there were sidings that (initially) carried just the distance from Port Augusta as a name. Some mileages quoted denoted only a camp at a given location i.e. there were no train crossing facilities or sidings – just the felters and their settlement.

Just to make life difficult for the researcher, when the standard gauge was extended from Port Augusta to Port Pirie Junction, this distance – 56 miles – was added to the originally quoted measurement from Port Augusta. So the first siding beyond Port Augusta was initially the 17 Miles Siding. It became the 73 Miles after 1937 (the

opening of the Port Pirie – Port Augusta line) and was eventually named Tent Hill – the name it carries to this day.

Originally most names of sidings were of aboriginal origin – especially from Port Augusta westwards.

Other examples include:

Tarcoola – named after the 1893 Melbourne Cup winner – was the first major non-aboriginal name encountered on the rail journey west.

Barton was named after Sir Edmund Barton, Australia's first Prime Minister.

Thereafter a series of sidings were named after early Prime Ministers such as John Christian Watson, Andrew Fisher, Sir Joseph Cook, William Morris (“Billy”) Hughes, Alfred Deakin, and Sir George Reid.

Other politicians and vice regal types also got in on the act. Denman was named after

the Governor General who turned the first sod for the construction of the Trans Australian Railway at Port Augusta on 14 September 1912.

Ferguson was derived from Sir Ronald Crawford Munro Ferguson, Governor General 1914-1920. O'Malley was named after King O'Malley, the Commonwealth Minister for Home Affairs during the line's construction phase.

In yet another iteration, military personalities came into the equation – hence Haig and Kitchener.

And then the names of latter day politicians like Curtin, Chifley, and McLeay, and high ranking military officers such as Blamey, appear on the landscape.

And one final minor observation, just to set the record absolutely straight – Woolcalia should read Woocalla – an important source of ballast during the line's construction and for many decades thereafter.

Distance from Port Augusta	Distance from Port Pirie Junction	Eventual name
17 Miles	73 Miles	Tent Hill
	130 Miles	McLeay (after a Commonwealth Minister for Transport)
174¾ Miles	231 Miles	Coondambo Homestead Crossing
408 Miles	464 Miles	Immarna
	522 M. Camp	O'Malley
	594¾ M. Camp	Denman
599 Miles	655 Miles	Deakin
	742 Miles	Mundrabilla
771 Miles	827 Miles	Haig
	1021 Miles	Chifley
	1072 Miles	Curtin

Guard's Train Running Statement

For 1100 a.m. NSI Train from Port Augusta to Thirie Springs Date 8 = 10 = 19 80

Distance km	Station	RUNNING TIMES				Number of Minutes Late	Gross Mass Tonnes	Actual Time Occupied Account		Cause of Delay and Remarks
		Booked		Actual				Loco. Regs.	Shunting	
		Arr.	Dep.	Arr.	Dep.					
	Port Augusta		1315		1315	01	1120			
	Stone R. Junction		1325		1325					
	1st K. Hill		1348		1350	2				2 nd speed
	KASSO		1408		1408					
	Rookadeo	1438	1444	1432	1452	6 ²⁶ / ₃₁				14 th Wait in Clear
	Melkade		1513		1518	5				
	WIRARRPA	1539	1555		1540	1 ⁵ / ₁₅				
	Pimpa		1627	1610	1637	11				21 st x 342
	Rukanojo	1655	1710		1709	1 ¹⁰ / ₁₀				4 th Speed
	WIRRAMINDA		1736	1738	1818	2				3 rd mit 100' x 382
	Kuhindery	1812	1822		1854	4 ²² / ₃₂				
	Kingswoonye		1850	1922	1930	3 ² / ₄₀				8 th Speed
	Felgerson	1918	1930		1958	4 ⁰ / ₂₈				
	ARCOOLA	1959	2100	2030	2112	3 ¹² / ₁₂				2 nd speed
	FRANKS		2144		2154	10				
	Kind		2210		2218	8				
	WIRAKIDA		2236		2246	10				
	Mangara	2323	2330	2330	2333	7 ³ / ₃₄				Report
	POONSONA		0020		0020	07				
	CRINDY PRAK		0104	0104	0159	5 ⁵ / ₅₃				53 x 482 *
	MARLA	0156	0211		0249	5 ³ / ₃₈				
	CHANDLER		0258	0330	0345	3 ¹ / ₁₇				ce
	MARRAK		0402		0410	3 ⁸ / ₈				
	Kudgaa	0502	0530	0515	0600	4 ³ / ₃₀				3 rd mit
	IMPRINA		0700		0725	25				
	Hugh River		0830	0850	0925	20 ¹⁵ / ₁₅				8 th Speed + Passengers
	ROE CRICK		0945		1030	45				10 th speed
	10 th Junction	1015	1020	1100	1115	4 ⁵ / ₁₅			1 loco	
	Thirie Springs St.	1100		1150						
		1300		1315		5 ¹⁵ / ₁₅				

Fire Appliance Box Seal No. _____ Seal No. 1111 No. 9020 Chest was not opened during journey detailed above.
 Ambulance Chest Box In Van No. Hkm 205 Seal No. _____ Box was _____

Mass Report, Etc.

	No.	Class	From	To	Driver	Observer	Assistant Guard
Train Engine	87	cls	Port Augusta	ARCOOLA	Choufflin	Lynas	
	87	cls	ARCOOLA	CHANDLER	Kenneth	Smyth	
Assisting Engine	87	cls	CHANDLER	10 th Junction	Choufflin	Lynas	
	18	AL	10 th Junction	Thirie Spgs	Kenneth	Smyth	
Load at start	1120	tonnes.	Load at finish	14	tonnes.		
Schedule mass over ruling grade	3500	tonnes					
Actual mass over ruling grade	1120	tonnes					
Was Ambulance Equipment in Good Order?		Guard		From		To	
		12		14		14	
		ARCOOLA		CHANDLER		CHANDLER	