

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 | | 7 30 | 11 30 | | | | | 4 45 |
| 1 | 78 | Gallagh Road | 7 36 | 7 37 | 11 36 | 11 37 | | | 4 51 | 4 52 |
| 3 | 58 | Bridge End | 7 42 | 7 43 | 11 42 | 11 43 | | | 4 57 | 4 58 |
| 5 | 14 | Harefoot | 7 46 | 7 47 | 11 46 | 11 47 | | | 5 1 | 5 2 |
| 6 | 20 | TOOBAN JUNCTION | Pass | | Pass | | Pass | | Pass | |
| | | | | 7 50 | 11 50 | | | | | 5 5 |
| 9 | 22 | Carnwen | 7 58 | 7 59 | 12 0 | 12 1 | | | 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 | | | | 5 27 |
| 16 | 57 | Sallybrook | 8 27 | 8 28 | 12 35 | 12 36 | | | 5 42 | 5 43 |
| 18 | 44 | Manor | 8 33 | 8 34 | 12 41 | 12 42 | | | 5 48 | 5 49 |
| 20 | 45 | Pluck | 8 40 | 8 42 | 12 48 | 12 50 | | | 5 55 | 5 57 |
| 24 | 60 | LETTERKENNY | 8 53 | | 1 1 | | 3 30 | | 6 8 | |
| | | | | 9 3 | | | | | | 6 20 |
| | | | | | | | | | | |
| 25 | 40 | Oldtown | 9 6 | 9 7 | | | | | 6 23 | 6 24 |
| 28 | 49 | New Mills | 9 15 | 9 16 | | | | | 6 32 | 6 33 |
| 30 | 1 | Toeshall | 9 24 | 9 25 | | | | | 6 41 | 6 42 |
| 33 | 43 | Churchill | 9 34 | 9 35 | | | | | 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 | | | | | | 7 40 |
| 46 | 46 | Dunfanaghy | 10 22 | 10 23 | | | | | 7 43 | 7 45 |
| 53 | 37 | Falcarragh | 10 49 | 10 51 | | | | | 8 11 | 8 13 |
| 56 | 59 | Cadchnagoc | 11 2 | 11 4 | | | | | 8 24 | 8 26 |
| 62 | 66 | GWEDORE | 11 19 | | | | 7 40 | | 8 41 | |
| | | | | 11 29 | | | | | | 8 46 |
| 65 | 79 | Croly | 11 37 | 11 39 | | | | | 8 54 | 8 55 |
| 71 | 40 | Kincasslagh Road | 11 55 | 11 57 | | | | | 9 11 | 9 12 |
| 72 | 73 | Dungloe | 12 0 | 12 4 | | | | | 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 | 1860 |
| 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 |
| Ardara | 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.

Symbol SO - Saturdays only 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 |
| Ardara | — | 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 | 1220 | 1055 | — | 1715 | 1715 |
| Port-Na-Blagh | — | 0735 | 1230 | 1100 | — | 1725 | 1725 |
| Creeslough | — | 0745 | 1240 | 1110 | — | 1735 | 1735 |
| Kilmacrennan | — | 0800 | 1255 | 1125 | — | 1750 | 1750 |
| Letterkenny Arr. | — | 0820 | 1320 | 1145 | — | 1810 | 1810 |
| Letterkenny Dept. | 0745 | 0835 | 0910 | 1000 | 1230 | 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.
 Bus will stop elsewhere on request.
 Sunday bus service.

Symbol SO - This service operates on Saturdays only.
 Symbol P - Change bus at Letterkenny for Derry.

The Times

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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 | 0 | 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 | 2 | 8'50 | 10'35 | 17'4 | .. | .. | 8'2 | 4'35 | 28 | 0'19 | 0'26 | 0'17 | 6 | |
| .. | .. | 5 | 0 | 3 | 6 | .. | 10'50 | 21 | .. | .. | .. | 4'10 | .. | .. | 26 | 0'17 | 6 | 6 | |
| 7 | 0 | 4 | 8 | 5 | 6 | 4 | 9'15 | 11'20 | 27'4 | .. | .. | 7'37 | 5'45 | 25 | 6'17 | 6'24 | 0'15 | 6 | |
| 9 | 9 | 6 | 6 | 8 | 6 | 5 | 9'45 | 12'20 | 39 | .. | .. | 94 | 7'5 | 22 | 6'15 | 6'21 | 0'14 | 6 | |
| .. | .. | 11 | 6 | 8 | 0 | .. | 1'5 | 46'4 | .. | .. | 86'4 | .. | 2'10 | .. | .. | 20 | 9'14 | 6 | |
| .. | .. | 11 | 6 | 8 | 0 | .. | 1'20 | 51'4 | .. | .. | 81'4 | .. | 1'55 | .. | .. | 20 | 0'13 | 8 | |
| 14 | 0 | 9 | 4 | 11 | 6 | 8 | 0 | 10'35 | 1'35 | 55'4 | .. | .. | 1'45 | .. | .. | .. | .. | .. | |
| .. | .. | 14 | 0 | 9 | 6 | .. | 1'42 | 57'4 | .. | .. | 77'4 | 6'15 | 1'35 | 18 | 6'12 | 6'16 | 6'11 | 0 | |
| .. | .. | 14 | 0 | 9 | 6 | .. | 2'0 | 62'4 | .. | .. | 75'4 | .. | 1'20 | .. | .. | 16 | 6'11 | 0 | |
| 17 | 0 | 11 | 4 | 14 | 0 | 9 | 6 | 11'10 | 2'25 | 68 | .. | .. | 1'10 | .. | .. | 16 | 6'11 | 0 | |
| .. | .. | 18 | 0 | 12 | 0 | .. | 11'15 | 2'45 | .. | .. | 70'4 | .. | 1'10 | .. | .. | .. | .. | .. | |
| 21 | 0 | 14 | 0 | 19 | 0 | 12 | 0 | 11'45 | 3'5 | 74 | .. | .. | 12'45 | .. | .. | 18 | 6'9 | 0 | |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | 3'35 | 83'4 | .. | .. | 11'50 | .. | .. | 18 | 6'9 | 0 | |
| 22 | 9 | 15 | 2 | 20 | 0 | 14 | 0 | 12'5 | 4'0 | 91 | .. | .. | 11'25 | 11 | 6'8 | 0'10 | 6'7 | 0 | |
| 24 | 6 | 16 | 4 | 20 | 6 | 14 | 6 | 12'18 | 4'25 | 98 | .. | .. | 11'0 | 10 | 0 | 6'6 | 9'6 | 6 | |
| .. | .. | 24 | 9 | 16 | 6 | .. | 4'30 | .. | 4'30 | .. | .. | .. | 10'35 | 8 | 0 | 6'0 | 7'6 | 5'0 | |
| .. | .. | 26 | 0 | 17 | 6 | .. | 4'38 | 101 | .. | .. | .. | .. | 10'25 | .. | .. | 7'6 | 5'0 | 0 | |
| .. | .. | 26 | 0 | 17 | 6 | .. | 4'45 | 105 | .. | .. | .. | .. | 10'10 | .. | .. | 6'0 | 4'6 | 6 | |
| .. | .. | 26 | 0 | 17 | 6 | .. | 5'5 | 112 | .. | .. | .. | .. | 9'45 | .. | .. | 4'6 | 3'2 | 2 | |
| .. | .. | 26 | 0 | 17 | 6 | 1'10 | 5'30 | 120 | .. | .. | .. | .. | 9'20 | 2 | 0 | 1'6 | 2'0 | 1'6 | |
| 30 | 0 | 20 | 0 | 26 | 0 | 17 | 6 | 1'15 | 5'35 | 122 | .. | .. | 9'10 | 2 | 0 | 1'6 | 2'0 | 1'6 | |
| 31 | 0 | 20 | 0 | 27 | 0 | 18 | 0 | .. | 5'50 | 126 | .. | .. | 8'50 | 1 | 6 | 1'3 | 1'6 | 1'3 | |
| 31 | 0 | 21 | 0 | 27 | 6 | 18 | 6 | .. | 6'0 | 129 | .. | .. | 8'40 | 1 | 0 | 0 | 8 | 1 | 0 |
| 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.

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 | HOBART ... | a.m. 8.0 | a.m. 10.30 | p.m. 8.0 | s. d. | s. d. | s. d. | s. d. |
| 2* | Royal Society Gardens .. | 8.0 | 10.30 | 8.0 | 0 4 | 0 3 | 0 0 | 0 4 |
| 2* | Blidon Road .. | 8.10 | 10.40 | 8.10 | 0 6 | 0 4 | 0 0 | 0 6 |
| 4* | New Town (Coolay's) .. | 8.14 | 10.43 | 8.14 | 0 6 | 0 4 | 0 0 | 0 6 |
| 4* | O'BRIEN'S BRIDGE .. | 8.23 | 10.50 | 8.23 | 0 9 | 0 6 | 1 0 | 0 9 |
| 7* | Burriale Road .. | 8.35 | 11.0 | 8.35 | 1 2 | 0 10 | 1 9 | 1 3 |
| 9 1/2* | Austin's Ferry .. | 8.43 | 11.0 | 8.43 | 1 8 | 1 0 | 2 6 | 1 8 |
| 12 1/2* | NEW NORFOLK ROAD .. | 8.50 | 11.15 | 8.55 | 2 2 | 1 8 | 3 3 | 2 6 |
| 13 1/2* | North Bridgewater .. | 8.50 | 11.20 | 8.50 | 2 4 | 1 9 | 3 6 | 3 0 |
| 16* | Crooked Billet Crossing .. | 8.50 | 11.30 | 8.50 | 2 8 | 2 0 | 4 0 | 3 0 |
| 17 1/2* | BRIGHTON .. | 8.45 | 11.38 | 8.45 | 3 0 | 2 3 | 4 6 | 3 4 |
| 21* | Tea Tree .. | 8.50 | 11.50 | 8.50 | 4 0 | 3 0 | 6 0 | 4 0 |
| | | p.m. | | | | | | |
| 25 | Richmond Road .. | 12.5 | | 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* | Lower Jerusalem .. | 9.15 | 12.40 | 10.18 | 6 3 | 4 3 | 9 6 | 6 3 |
| 30 | JERUSALEM .. | 9.45 | 1.10 | 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 | 7 9 | 16 9 | 11 0 |
| | | A.M. | | | | | | |
| 65 | OATLANDS { Arrive .. | 10.35 | 2.27 | 12.0 | 8 0 | 13 3 | 12 0 | |
| | { Leave .. | 10.45 | 3.0 | 2.15 | | | | |
| 57 1/2* | Eastern Marshes .. | 3.10 | 2.25 | 12 6 | 8 6 | 10 0 | 12 6 | |
| 62 1/2* | York Plains .. | 3.30 | 2.45 | 13 9 | 9 3 | 21 0 | 13 9 | |
| | { Arrive .. | 3.30 | 3.10 | 15 3 | 10 3 | 23 0 | 15 3 | |
| 68 | ANTILL PONDS { Arrive .. | 11.15 | 3.55 | 3.15 | | | | |
| | { Leave .. | 11.15 | 3.55 | 3.15 | | | | |
| 70* | Antill Ponds Post Office .. | 3.23 | 3.23 | 15 9 | 10 6 | 23 0 | 15 9 | |
| 74* | Tunbridge .. | 4.15 | 3.30 | 16 9 | 11 3 | 25 0 | 16 9 | |
| 83 | ROSS { Arrive .. | 11.45 | 4.50 | 4.15 | 10 9 | 12 9 | 28 3 | 10 9 |
| | { Leave .. | p.m. 5.5 | 4.20 | | | | | |
| 91 | CAMPBELL TOWN .. | 12.5 | 5.30 | 4.52 | 20 9 | 13 9 | 31 0 | 20 9 |
| 108 | CORNERS (Fingal Road) .. | 12.24 | 5.52 | 5.20 | 22 6 | 15 0 | 33 0 | 22 6 |
| 101* | Cleveland .. | 4.4 | 5.34 | 23 3 | 15 0 | 34 0 | 23 3 | |
| 106* | EPPING FOREST .. | 12.36 | 6.29 | 5.50 | 24 3 | 16 0 | 36 3 | 24 3 |
| 111* | Snake Banks .. | 6.48 | 6.18 | 25 6 | 17 0 | 38 6 | 25 6 | |
| 115* | Clarendon .. | 6.48 | 6.30 | 26 6 | 17 0 | 40 0 | 26 6 | |
| 120 | EVANDALE { Arrive .. | 1.10 | 7.20 | 6.50 | 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* | Breadalbane .. | 7.41 | 7.16 | 28 9 | 19 0 | 43 0 | 28 9 | |
| 129* | St. Leonard's .. | 1.35 | 7.55 | 7.26 | 29 6 | 19 6 | 44 0 | 29 6 |
| 133 | LAUNCESTON .. | 1.45 | 8.10 | 7.40 | 30 0 | 20 0 | 45 0 | 30 0 |

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

| Distance from Launceston. | Leave Stations at | TIME. | | | FARES. | | | |
|---------------------------|-----------------------------|-----------|-----------|-----------|---------|---------|---------|---------|
| | | Ordury | Express | Mail | Single. | | Return. | |
| | | | | | 1st Cl. | 2nd Cl. | 1st Cl. | 2nd Cl. |
| Miles | LAUNCESTON .. | a.m. 8.30 | p.m. 8.30 | a.m. 8.30 | s. d. | s. d. | s. d. | s. d. |
| 4* | St. Leonard's .. | 8.43 | 8.42 | 8.42 | 0 9 | 0 6 | 1 0 | 0 10 |
| 7* | Breadalbane .. | 8.55 | 8.52 | 8.52 | 1 6 | 1 3 | 2 3 | 2 0 |
| 11 | EVANDALE JUNCTION .. | 9.10 | 9.10 | 9.10 | 2 0 | 1 6 | 3 0 | 2 3 |
| 13 | EVANDALE .. | 9.20 | 9.15 | 9.15 | 2 2 | 1 8 | 3 3 | 2 6 |
| 18* | Clarendon .. | 9.35 | 9.35 | 9.35 | 3 3 | 2 6 | 4 0 | 3 6 |
| 22* | Snake Banks .. | 9.54 | 9.54 | 9.54 | 4 0 | 3 0 | 4 6 | 4 0 |
| 28 | EPPING FOREST .. | 10.22 | 4.8 | 10.15 | 5 0 | 4 0 | 5 0 | 5 0 |
| 32* | Cleveland .. | 10.38 | 10.38 | 10.38 | 6 0 | 4 6 | 6 0 | 6 0 |
| 35 | CORNERS (Fingal Road) .. | 10.50 | 4.23 | 10.44 | 7 6 | 6 0 | 11 8 | 7 6 |
| 42 | CAMPBELL TOWN .. | 11.15 | 4.38 | 11.12 | 8 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. | | | | | | |
| 56* | Tunbridge .. | 12.30 | 12.30 | 13 3 | 8 9 | 20 0 | 13 3 | |
| 63* | 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 | 12.50 | | | | | |
| 70 1/2* | York Plains .. | 1.25 | 1.15 | 16 3 | 10 9 | 24 0 | 16 3 | |
| 74 1/2* | Eastern Marshes .. | 1.50 | 1.35 | 17 6 | 11 6 | 26 0 | 17 6 | |
| 78 | OATLANDS { Arrive .. | 2.0 | 1.45 | 18 0 | 12 0 | 26 9 | 18 0 | |
| | { Leave .. | 2.28 | 6.10 | 3.15 | | | | |
| 81* | Jericho .. | 2.42 | 3.35 | 19 0 | 12 3 | 28 3 | 19 0 | |
| 86 1/2* | Flat Top .. | 3.2 | 3.55 | 20 0 | 13 3 | 30 0 | 20 0 | |
| 94 | JERUSALEM .. | 3.45 | 4.35 | 21 9 | 14 3 | 32 6 | 21 9 | |
| 102* | Lower Jerusalem .. | 4.5 | 4.55 | 23 9 | 15 9 | 35 6 | 23 9 | |
| 106* | CAMPANIA .. | 4.35 | 7.30 | 5.20 | 24 9 | 18 0 | 37 0 | 24 9 |
| 108* | Richmond Road .. | 4.45 | 4.45 | 5.20 | 25 0 | 18 0 | 38 0 | 25 0 |
| 112* | Tea Tree .. | 5.0 | 5.46 | 26 0 | 17 0 | 39 0 | 26 0 | |
| 115* | BRIGHTON .. | 5.18 | 8.0 | 6.5 | 27 0 | 17 9 | 40 6 | 27 0 |
| 117* | Crooked Billet Crossing .. | 5.36 | 8.0 | 6.5 | 27 0 | 17 9 | 40 6 | 27 0 |
| 119* | North Bridgewater .. | 5.36 | 8.15 | 6.25 | 28 0 | 18 6 | 41 9 | 28 0 |
| 120* | NEW NORFOLK ROAD .. | 5.46 | 8.15 | 6.25 | 28 0 | 18 6 | 41 9 | 28 0 |
| 123* | Austin's Ferry .. | 5.54 | 6.30 | 28 6 | 19 0 | 42 0 | 28 6 | |
| 126* | Burriale Road .. | 6.1 | 6.41 | 29 0 | 19 3 | 43 3 | 29 0 | |
| 127* | O'BRIEN'S BRIDGE .. | 6.0 | 6.30 | 29 3 | 19 6 | 44 0 | 29 3 | |
| 129* | New Town (Coolay's) .. | 6.14 | 6.50 | 29 0 | 20 0 | 44 3 | 29 0 | |
| 130* | Blidon Road .. | 6.18 | 7.0 | 30 0 | 20 0 | 44 6 | 30 0 | |
| 131* | Royal Society Gardens .. | 6.30 | 8.45 | 7.10 | 30 0 | 20 0 | 45 0 | 30 0 |
| 133 | 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.

(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.

Table with columns: Height above sea level, Miles, Stations, Week Days, Steamers, Oatlands Motor, Sats. exc., Oatlands Motor, Sats. +, Week Days, FARES FROM AND TO HOBART. Single, Return.

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

Table with columns: Height above sea level, Miles, Stations, Oatlands Motor, Week Days, FARES FROM AND TO LAUNCESTON. Single.

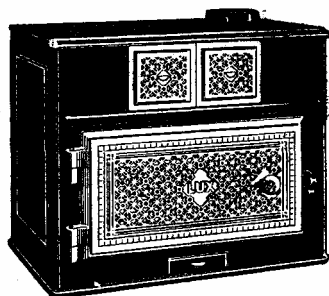
For Hobart-Brighton service see page 227.

+ 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 --- Warwick St. to Lampton Avenue " " --- 3d. Augusta Road to Glenorchy " " --- G.P.O. to Lampton Avenue, and vice versa --- Warwick Street to Glenorchy " " --- 4d. 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.



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. | | | |
|--------|---------------------------|-----------------|-------|-------|------------|-----------------|-------|------|
| | Graving Dock, Londonderry | Week Days only. | | | Burtonport | Week Days only. | | |
| | dep. | arr. | dep. | arr. | dep. | arr. | dep. | arr. |
| 2 | 8 0 | 1130 | 8 7 | 1137 | 1 1/2 | 8 0 | 1130 | 4 45 |
| 4 | 8 13 | 1143 | 8 13 | 1143 | 3 | 8 7 | 1137 | 4 52 |
| 4 | 8 17 | 1147 | 8 13 | 1143 | 3 | 8 13 | 1143 | 4 58 |
| 6 | 8 30 | 12 0 | 8 17 | 1147 | 8 | 8 31 | 1152 | 5 2 |
| 9 | 8 45 | 12 15 | 8 30 | 12 0 | 11 1/2 | 8 48 | 12 0 | 5 15 |
| 12 1/2 | 9 0 | 12 30 | 8 45 | 12 15 | 17 1/2 | 9 8 | 12 15 | 5 30 |
| 16 1/2 | 9 15 | 12 45 | 9 0 | 12 30 | 21 | 9 18 | 12 30 | 5 45 |
| 18 1/2 | 9 27 | 1 10 | 9 15 | 12 45 | 28 | 9 42 | 1 10 | 6 0 |
| 20 1/2 | 9 45 | 1 28 | 9 27 | 1 10 | 29 | 10 0 | 1 28 | 6 12 |
| 24 1/2 | 9 49 | 1 32 | 9 45 | 1 28 | 37 1/2 | 10 40 | 1 32 | 6 35 |
| 25 1/2 | 9 58 | 1 41 | 9 49 | 1 32 | 41 | 10 51 | 1 41 | 6 40 |
| 28 1/2 | 10 6 | 1 49 | 9 58 | 1 41 | 41 | 11 4 | 1 49 | 6 49 |
| 30 1/2 | 10 17 | 1 58 | 10 6 | 1 49 | 45 1/2 | 11 9 | 1 58 | 6 57 |
| 33 1/2 | 10 45 | 2 0 | 10 17 | 1 58 | 49 1/2 | 11 18 | 2 0 | 7 10 |
| 37 1/2 | 11 14 | 2 9 | 10 45 | 2 0 | 49 1/2 | 11 21 | 2 9 | 7 30 |
| 45 1/2 | 11 19 | 2 14 | 11 14 | 2 9 | 54 | 11 53 | 2 14 | 7 40 |
| 46 1/2 | 11 47 | 2 42 | 11 19 | 2 14 | 56 | 12 1 | 2 42 | 7 45 |
| 53 1/2 | 11 59 | 2 54 | 11 47 | 2 42 | 58 | 12 7 | 2 54 | 7 57 |
| 56 1/2 | 12 20 | 3 5 | 11 59 | 2 54 | 62 | 12 27 | 3 5 | 8 0 |
| 63 1/2 | 12 30 | 3 15 | 12 20 | 3 5 | 65 1/2 | 12 35 | 3 15 | 8 5 |
| 66 | 12 37 | 3 22 | 12 30 | 3 15 | 68 1/2 | 12 49 | 3 22 | 8 13 |
| 71 1/2 | 12 48 | 3 33 | 12 37 | 3 22 | 69 1/2 | 1 29 | 3 33 | 8 21 |
| 73 | 12 55 | 3 40 | 12 48 | 3 33 | 70 | 1 29 | 3 40 | 8 21 |
| 74 1/2 | 1 0 | 3 50 | 12 55 | 3 40 | 72 1/2 | 1 2 | 3 50 | 8 28 |
| | | | 1 0 | 3 50 | 74 1/2 | 1 8 | 4 0 | 8 28 |

* 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 | 2210 |
| Coshquin | " | 0745 | 0830 | 0935 | 1045 | 1130 | 1245 | 1345 | 1445 | 1545 | 1645 | 1745 | 1905 | 2100 | 2215 |
| Derry | Arr. | 0755 | 0840 | 0945 | 1055 | 1140 | 1255 | 1355 | 1455 | 1555 | 1655 | 1755 | 1915 | 2110 | 2225 |

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.

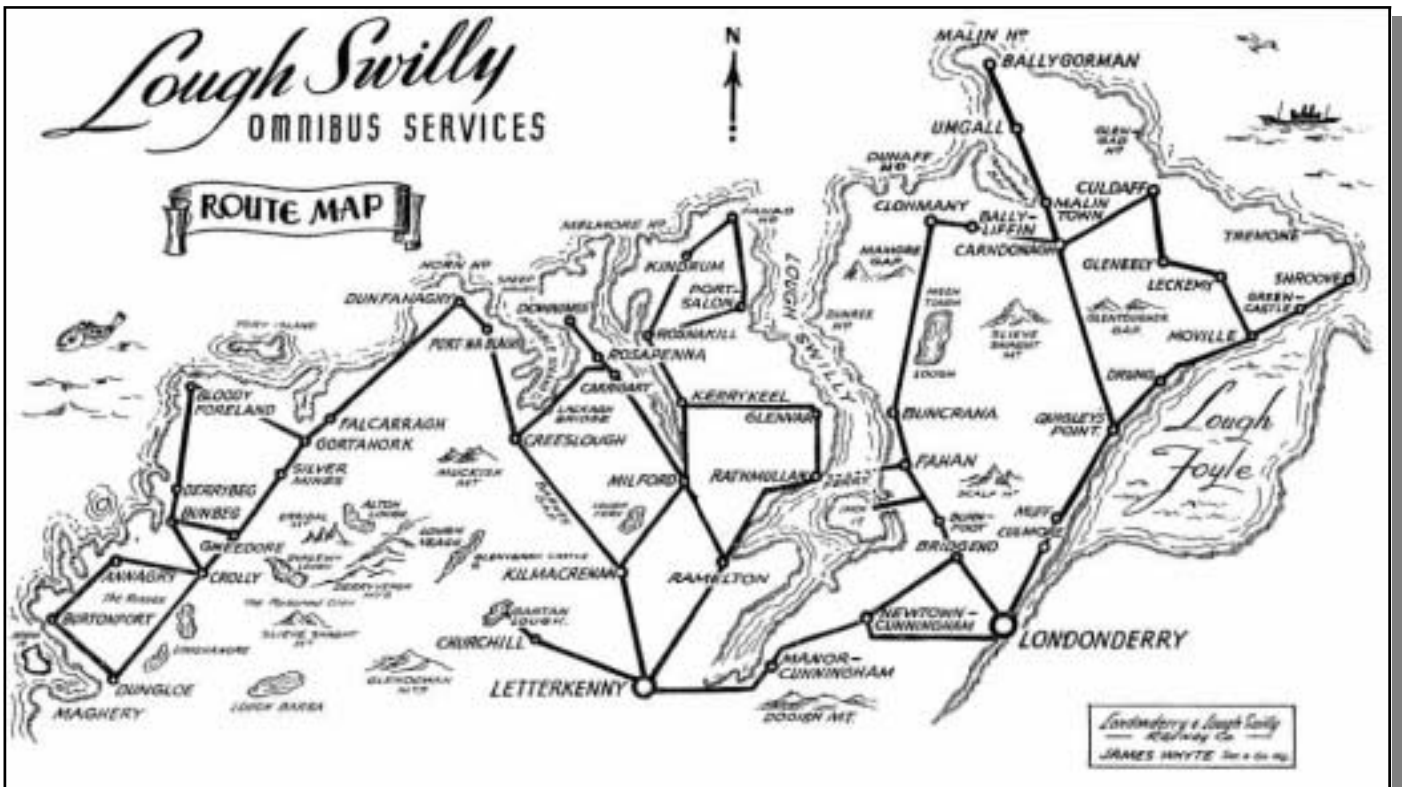
DUNGLOE-

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

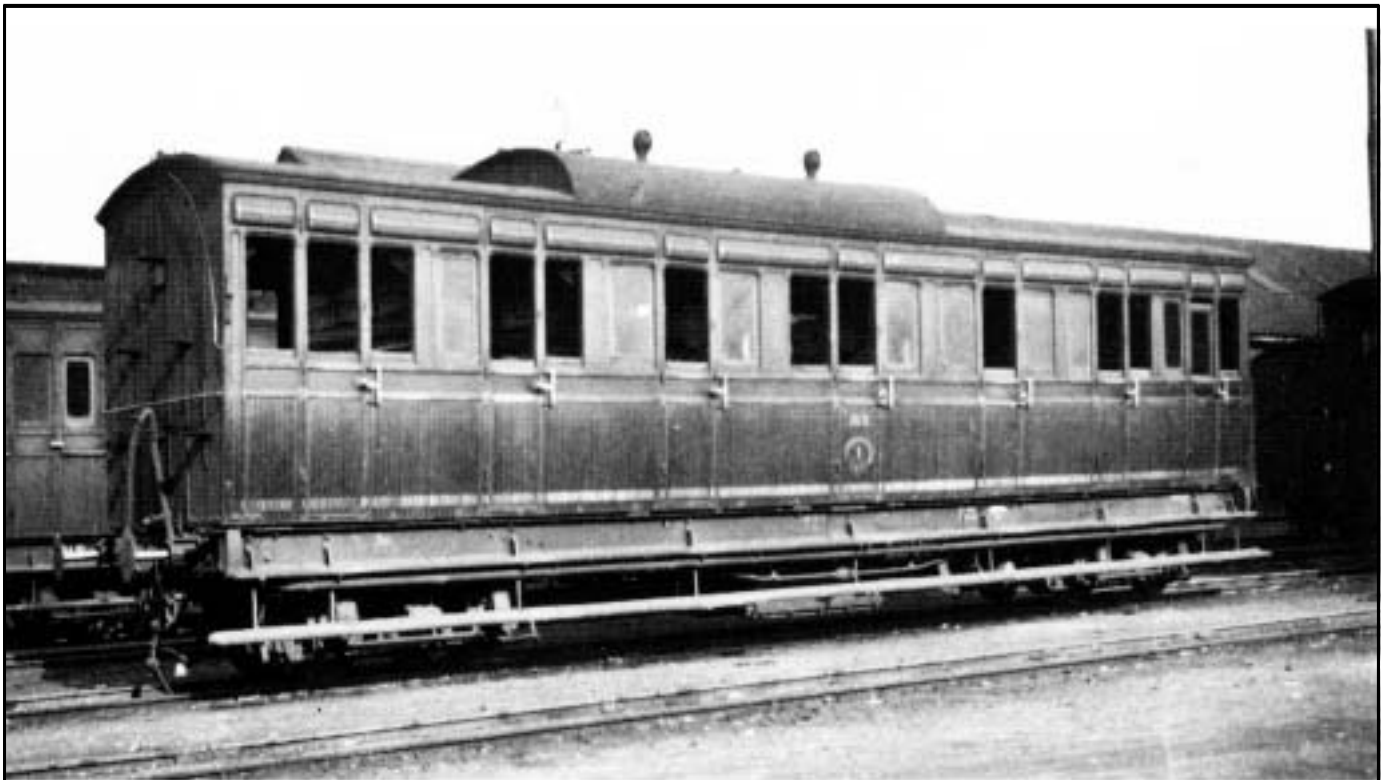
Iron rations come in handy
On the way to Dirranbandi^{26,27}
Passengers have died of hunger
During halts at Garradunga⁷¹⁻⁷⁵

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