

# The Times

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## Moving Sydney's sports fans in the day of the trams.



1237

For Employees only, Sydney, 30th September, 1948.

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS,  
NEW SOUTH WALES.

TRAFFIC BRANCH—TRAMWAY DIVISION.

### TRAMWAY WEEKLY NOTICE No. 40.

SATURDAY, OCTOBER 2, to FRIDAY, OCTOBER 8, 1948.

NOTE—Officers in charge, Inspectors, Sub-Inspectors, Starters, Signalmen, Trams and Trolley Bus Drivers, Conductors, Conductresses, Flagmen and all others connected with the working of Trams and Trolley Buses must see that they receive a copy of Weekly Notice not later than Friday in each week, and absence of notice to the contrary will be regarded as sufficient proof of receipt.

Any reference in this Weekly Notice to Conductors is intended to apply also to Conductresses when such reference is applicable.

Each Employee must note all Alterations in his Working Book IN INK.

Information for Weekly Notice must reach this Office not later than noon on Wednesday.

Employees must read this Notice carefully, have it in their possession during the currency whilst on duty, and keep it for reference.

#### RETURN SPORTS LOADING FROM WYNYARD.

Saturday, October 2.

North Sydney Depot to arrange for—

Ten (10) Specials (single O cars) to stand by at Depot from 4.30 p.m. to run as directed by District Inspector.

Also 6 Assistant Conductors to stand by at Depot from 4.30 p.m. for use as required by District Inspector.

District Inspector to report results.

#### RANDWICK RACES (A.J.C. DERRY MEETING).

(First Race, 12.30 p.m.; Last Race, 5.15 p.m.)

Saturday, October 2.

R or RI type cars are not to be used to pick up or set down passengers at Randwick Racecourse platforms.

The attention of all concerned is directed to the altered routes of Call-back trams proceeding to Racecourse and of Racecourse Specials returning to Railway.

Back track used—Forward and Return traffic.

All Conductors on Outward Racecourse Specials to be provided with Ordinary and Racecourse ticket cases.

Drivers and Conductors must remain with their trams, except with the permission of the Inspector in charge or when Conductors require to pay in, and be in readiness to follow the preceding tram to the loading point immediately it moves forward.

Employees in uniform are not allowed to frequent Racecourses.

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# The Times

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<b>About The Times</b>	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
<b>The Times on-line</b>	AATTC's home page: <a href="http://www.aatc.org.au">http://www.aatc.org.au</a>
<b>Editor</b>	Geoff Lambert
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<b>How to submit copy</b>	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.
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<b>Disclaimer</b>	Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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# Sydney's lost bus routes (3).

**DUNCAN MACAUSLAN** looks at routes 300 and 319, as part of his series on Sydney's lost bus timetables

## Route 300 Erskineville to City

This service replaced the Erskineville to Circular Quay via Pitt Street tram however from Martin Place only. The tram service had operated every 10 minutes in the peak and 15 off peak (see 1937 tram timetable p21). Erskineville was at this time home to many of the employees of the massive Eveleigh railway workshops.

The 300 started on 7 January 1940 and was extended to Circular Quay on Saturdays, Sundays and public holidays from 10 Mar 1940. This was cut at some unrecorded date but restored on Sundays from November 1948 and Saturdays as a trial from 26 March 1949.

The first timetable in my collection

is the handbill, dated 25 June 1949 (below, left), announcing the cessation of the Saturday extension to Circular Quay. – the note at the end is interesting as it implies that this new Saturday timetable is in fact reinstating the 1947 one.

One feature of the 300 was the provision of a service to Millers Point for waterfront workers operating via King St, Sussex St and Hickson Rd. Two inward morning and outward afternoon journeys were provided but as shown in the handbill of 7 May 1956 one afternoon run was cancelled (below, right).

From July 1950 the service only operated to Central Railway at Hay Street as is shown in the

timetable of 2 February 1959 (p4, top left) and by this stage only a week-day daytime and Saturday morning service was provided – note the 'last bus' annotations. By 1974 the Saturday service had been cancelled.

The final timetable was issued in January 1979 (p4, bottom, left) and the service withdrawn, without replacement, after 8 April 1980. One feature of the 300 timetables from 1961 had been the inclusion of times for route 900 operating from Sydney University to Redfern Station.

Amongst the reasons for this service ceasing was the proximity to railway stations at MacDonalddown and Erskineville with better city access and the changing demographics of Erskineville with the closing of the railway workshops.

Department of Road Transport and Tramways—Motor Omnibus Services. No. 74

## Route 300

### Erskineville — Martin Place

### Discontinuance of Trial Service to Circular Quay on Saturdays

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#### Commencing Saturday, June 25, 1949

The extension of Route 300 buses to Circular Quay on Saturdays, will be discontinued on and from Saturday, 25th June, 1949.

A new Saturday Time-table will be introduced and buses will be operated between Erskineville and Martin Place as shown hereunder:—

TO ERSKINEVILLE—

**FROM MARTIN PLACE**—5.47, 6.7, 6.57, 6.47, 7.7, 7.57, 7.59, 7.59, 8.19, 8.59, 8.55, 9.5, 9.54, 9.59, 9.54, 10.9, 10.54, 10.59, 11.9, 11.19, 11.59, 11.59 a.m., 12.19, 12.59, 12.59, 1.15, 1.31, 1.51, then at 11, 51 and 51 minutes past each hour to 11.31, 11.54 p.m.

**FROM CENTRAL RAILWAY (Pitt Street and Eddy Avenue)**—5.7, 5.27, 5.47, 5.54, 6.14, 6.54, 6.54, 7.14, 7.34, 7.46, 8.4, 8.26, 8.46, 9.2, 9.16, 9.31, 9.46, 10.1, 10.16, 10.31, 10.46, 11.7, 11.26, 11.46 a.m., 12.6, 12.26, 12.46, 1.6, 1.31, 1.57, 1.57, then at 17, 57 and 57 minutes past each hour to 11.57 p.m., 12.0 midnight.

TO MARTIN PLACE—

**FROM ERSKINEVILLE**—5.32, 5.42, 6.2, 6.27, 6.42, 7.1, 7.16, 7.36, 7.59, 8.19, 8.59, 8.59, 9.5, 9.59, 9.59, 10.5, 10.59, 10.59, 11.59, 11.59 a.m., thence at 10, 50 and 50 minutes past each hour to 6.50, 7.5, 7.59, 7.59 p.m., then at 10, 50 and 50 minutes past each hour to 11.10, 11.33, 11.49 p.m., 12.12 a.m.

**D—To George Street and Esplanade Place.**

**NOTE.**—This time-table is that contained in Public Time-table dated Sunday, 20th July, 1947 (with alterations up to Sunday, 6th February, 1949).

Railway Print—1949.

Department of Government Transport, N.S.W. No. 75.

### ALTERED AND DISCONTINUED JOURNEYS

## Route 300

### Erskineville—Central Railway— Millers Point

#### MONDAYS TO FRIDAYS

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#### Commencing Monday, May 7, 1956

The 4.35 p.m. journey from Millers Point to Erskineville will terminate at Central Railway.

The 5.3 p.m. journey from Erskineville to Central Railway will be discontinued.

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#### BUS HIRING SERVICE

• MODERN Single and Double-deck Buses are available for hire for Picnics, Wedding Receptions, Dance Parties, Sporting Functions, etc. Call and discuss your plans with the Bus HIRING OFFICER, Challis House, 6 Martin Place, City, Phone BL 2281 or B 0961—Ext. 880, or write to the Bus HIRING OFFICER, Box 1943, G.P.O., Sydney.

Sydney: A. B. PUBLISHING, Government Printer—2196.

Erskineville	Central Railway	Central Railway	Erskineville
<b>SATURDAYS</b>			
dep. A.M.	arr. A.M.	dep. A.M.	arr. A.M.
6.45	6.59	7.5	7.18
7.25	7.39	7.45	7.58
8.5	8.19	8.10	8.23
Then every 20 minutes to -		8.25	8.38
P.M.	P.M.	8.45	8.58
12.45	12.59	Then every 20 minutes to -	
1.4	1.18	P.M.	P.M.
1.24 last bus	1.38	12.45	12.58
		1.8 last bus	1.21

SUNDAYS AND HOLIDAYS - NO SERVICE.

**EXPLANATION OF SIGN**

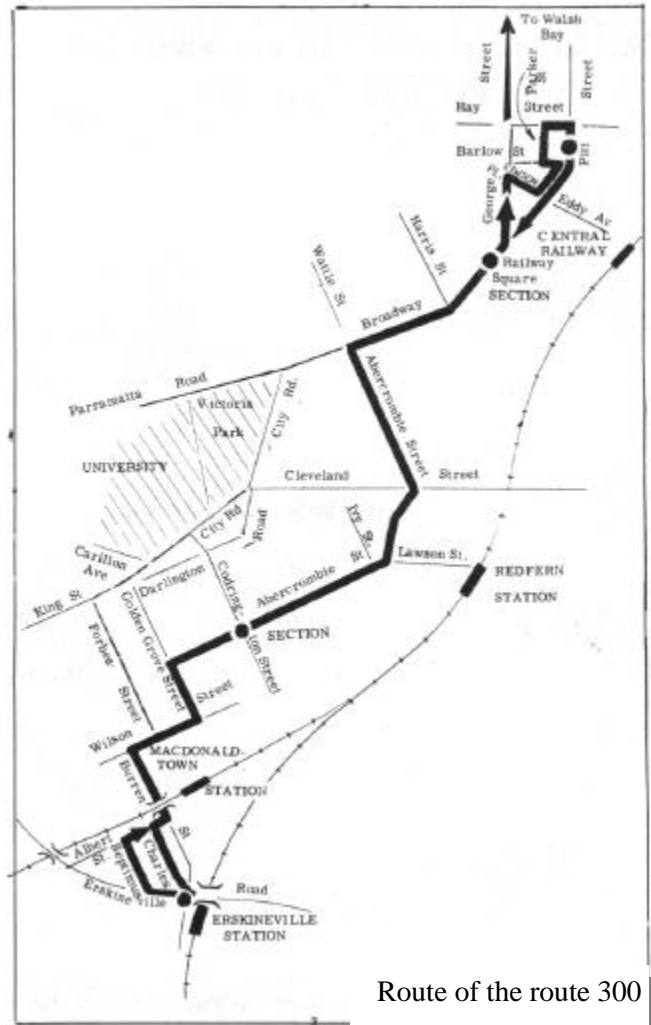
\* Operates to Millers Point.

**FARES**

Erskineville - Central Railway - Millers Point.				
Between the undermentioned points and -	Market Street, City	Railway Square	Codrington Street	Erskineville
	Ad. C.	Ad. C.	Ad. C.	Ad. C.
Millers Point	6d. 3d.	9d. 3d.	1/- 6d.	1/3 6d.
Market St. City	-	6d. 3d.	9d. 3d.	1/- 6d.
Railway Square	-	-	6d. 3d.	9d. 3d.
Codrington St.	-	-	-	6d. 3d.

Ad. - Indicates fare for adults.  
C. - Indicates fare for children under 15 years of age (except when travelling to and from school) and fares for holders of Students' and Retired Persons' Concession Fare Certificates.

Route 300, July 1950



Route of the route 300

INWARD		MONDAYS TO FRIDAYS		OUTWARD	
Erskineville	Redfern (Ivy St)	Central Railway	Central Railway	Redfern (Ivy St)	Erskineville
AM	AM	AM	AM	AM	AM
5.25	5.32	5.39	5.45	5.51	5.58
6.5	6.12	6.19	6.25	6.31	6.38
6.25	6.32	6.39	6.44	6.50	6.57
6.50*	6.57*	7.4*	7.35	7.41	7.48
7.0	7.7	7.14	8.17	8.23	8.30
7.25	7.32	7.39	8.27	8.33	8.40
8.0	8.7	8.14	...	8.45W	8.51T
8.33	8.40	8.47	8.54	9.0	9.7
8.45	8.52	8.59	9.27	9.33	9.40
9.10	9.17	9.24	10.5	10.11	10.18
9.45	9.52	9.59	10.45	10.51	10.58
10.25	10.32	10.39	11.25	11.31	11.38
11.5	11.12	11.19	PM	PM	PM
11.45	11.52	11.59	12.5	12.11	12.18
PM	PM	PM	12.45	12.51	12.58
12.25	12.32	12.39	1.25	1.31	1.38
1.5	1.12	1.19	2.5	2.11	2.18
1.45	1.52	1.59	3.5	3.11	3.18
2.25	2.32	2.39	3.25	3.31	3.38
3.25	3.32	3.39	3.45	3.51	3.58
3.45	3.52	3.59	4.5	4.11	4.18
4.3C	4.10	4.17	4.25	4.31	4.38
4.22	4.29	4.36	4.40	4.46	4.53
4.45	4.52	4.59	5.5	5.11	5.18
5.05	5.13R	...	5.35	5.41	5.48
5.15	5.22	5.29			

SATURDAYS, SUNDAYS AND HOLIDAYS - NO SERVICE

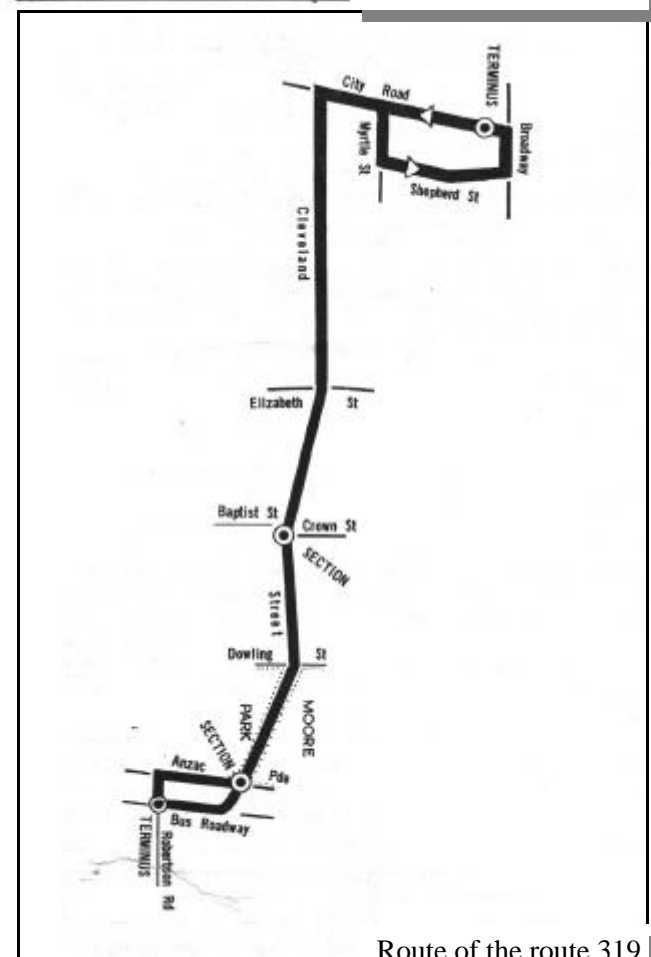
**EXPLANATION OF SIGNS**

C - Diverts via Codrington, Wilson, Shephard, Abercrombie Sts.  
R - Redfern Station, arrive.  
S - Sydney University (Carillon Ave), depart. Displays Route 900 and operates via Carillon Ave, City Rd, Codrington, Abercrombie, Lawson Sts.  
T - Sydney University (Carillon Ave), arrive.  
W - Redfern Station (Wilson and Ivy Sts), depart. Displays Route 900 and operates via Wilson, Codrington Sts, City Rd, Carillon Ave.  
\* - Operates to Walsh Bay.

**FARES**

No. Section Point  
1 Parker St (or Market St)  
2 Railway Square  
On the journey to Walsh Bay (No.1 Wharf), an additional section is charged for travel beyond Market St.  
TO ASSESS THE FARE FOR ANY JOURNEY select the Section Points covering your journey. The difference between the numbers allotted these Section Points will be the number of Sections travelled; the correct fare can then be determined from the Scale of Fares which is displayed in buses.  
WEEKLY AND QUARTERLY BUS TICKETS ARE AVAILABLE. FOR APPLICATION DETAILS, PHONE 219-1694; 219-1695; 219-4142; 219-4152.  
PHONE 20543 FOR TIMETABLE INFORMATION

Route 300, January 1979



Route of the route 319

**Route 319 – Cleveland St**

Route 319 replaced the peak hour Cleveland Street tram service between Anzac Parade at Robertson Road and City Road Junction on Broadway. This once 15 minute peak and 30 minute off peak daily service had been reduced to a 17/18 min frequency weekday peak only service by the time buses took over in from 15 December 1952.

Reducing patronage over the years is apparent in the earliest issue I

have dated 21 September 1964 (below). It is in the form of a handbill detailing the move of the terminus onto the bus roadway beside Anzac Avenue. Of note is the one early morning journey from Coogee.

The timetable remained virtually unchanged until the mid-1970s, the PTC issuing one of its smallest sized handbills commencing 27 Dec 1972 (p6, top, left).

On 11 Aug 1975 the PTC issued a

full sized handbill but for only three journeys, still maintaining the Coogee service in the morning but reducing the afternoon to only one Robertson Road to City Rd Junction trip (p6, top, right).

By November 1976 the 319 was renumbered 013 in the industrial series and disappeared from public timetables finally disappearing after 18 April 1986. No buses now operate along the full length of Cleveland St.

Department of Government Transport, N. S. W.

No. 280

**ROUTE 319  
CITY ROAD JUNCTION-ROBERTSON ROAD**

As from Monday, September 21, 1964, the terminal stand at Anzac Parade Junction will be moved to a new position on the eastern side of the roadway reserved for buses, near Robertson Road, as shown on the map overleaf.

Minor timetable adjustments have been necessary and the new timetable for this service is shown hereunder:-

MONDAYS TO FRIDAYS

<u>Coogee</u>	<u>Robertson Road</u>	<u>Anzac Pde. Jct.</u>	<u>City Rd. Junction</u>	<u>City Rd. Junction</u>	<u>Anzac Pde. Jct.</u>	<u>Robertson Road</u>
dep.	dep.	dep.	arr.	dep.	arr.	arr.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6.50A	...	7.8	7.19	7.22	7.33	7.34
...	7.37	7.38	7.49	7.54	8.5	8.6
...	8.9	8.10	8.21	8.26	8.37	8.38
...	8.30	8.31	8.42	8.56	9.7	9.8
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
...	...	3.25	3.36	3.40	3.51	3.52
...	3.56	3.57	4.8	4.12	4.23	4.24
...	4.28	4.29	4.40	4.44	4.55	4.56
...	5.00	5.1	5.12	5.16	5.27	5.28

SATURDAYS, SUNDAYS & HOLIDAYS

NO SERVICE

A - This journey operates from Coogee via Dolphin, Arden, Beach, Carr, Dudley and St. Paul's Streets, Perouse and Belmore Roads, Cook and Cowper Streets, Alison Road and Anzac Parade to Anzac Parade Junction, then via Route 319 to City Road Junction.

Public Transport Commission of N.S.W. No. 331

**ROUTE 319  
CITY ROAD JUNCTION-ROBERTSON ROAD**

COMMENCING DECEMBER 27, 1972.

MONDAYS TO FRIDAYS

Coogee	Robertson Road	Anzac Pde Jct.	City Rd. Junction	City Rd. Junction	Anzac Pde Jct.	Robertson Road
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6.50A	7.7B	7.8	7.19	7.22	7.33	7.34
...	7.37	7.38	7.49	7.54	8.5	8.6
...	8.9	8.10	8.21	8.26	8.37	8.38
...	8.30	8.31	8.42	8.56	9.7	9.8
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	3.24	3.25	3.36	3.40	3.51	3.52
...	3.56	3.57	4.8	4.12	4.23	4.24
...	4.28	4.29	4.40	4.44	4.55	4.56
...	5.0	5.1	5.12	5.16C	5.27C	5.28C

SATURDAYS, SUNDAYS AND HOLIDAYS - NO SERVICE

EXPLANATION OF SIGNS

- A - Operates via Dolphin & Arden Sts, Havelock Ave, Carr, Dudley & St. Paul's Sts, Perouse Rd, Cuthill & Avoca Sts, Belmore Rd, Cook & Cowper Sts, Alison Rd, Anzac Pde & Cleveland St, then via Rte. 319 to City Road Junction.
- B - Departs from bus stop in Anzac Pde opposite Robertson Rd.
- C - Operates to Randwick Depot via Rte. 319, Anzac Pde, Alison Rd, King St.

FARE FOR TRAVEL WITHIN THE CITY FARE ZONE

The City Fare Zone is the area bounded by Circular Quay, Macquarie, Elizabeth, Goulburn & George Sts to Millers Point. The fare for travel within this area is 10c for adults & 5c for children & concession fare passengers. These fares also apply to travel anywhere between Circular Quay & Railway Colonade or Eddy Ave, Central Railway, on buses on Rte. 417 (Railway Colonade) or Rte. 427 (Eddy Ave, Central Railway) Only.

The times stated in the Official Timetable are those at which it is intended, so far as circumstances will permit, that buses should arrive at or depart from the various terminals; but the Commissioner does not guarantee the departure or arrival of buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel wholly, or in part, any of the bus services shown in the Official Timetable or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetable must be taken to be subject to such right.

PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES No. 209

**BUS TIMETABLE**

**ROUTE 319 CITY RD JUNCTION - ROBERTSON RD**

COMMENCING AUGUST 11, 1975

Coogee	Robertson Rd	Anzac Pde Junction	City Rd Junction	City Rd Junction	Anzac Pde Junction	Robertson Rd
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6.50A	7.7B	7.8	7.19	8.30	8.41	8.42
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	3.24	3.25	3.36			

SATURDAYS, SUNDAYS AND HOLIDAYS - NO SERVICE

EXPLANATION OF SIGNS

- A - Operates via Dolphin and Arden Sts, Havelock Ave, Carr, Dudley and St. Paul's Sts, Perouse Rd, Cuthill and Avoca Sts, Belmore Rd, Cook and Cowper Sts, Alison Rd, Anzac Pde and Cleveland St, then via Route 319 to City Rd Junction.
- B - Departs from bus stop in Anzac Pde opposite Robertson Rd.

FARES

No.	Section Point	No.	Section Point
1	Coogee	4	Anzac Pde Junction
2	St. Paul's St and Perouse Rd, Randwick	5	Crown St
3	Alison and Darley Rds, Randwick	6	City Rd Junction

TO ASSESS THE FARE FOR ANY JOURNEY select the Section Points covering your journey. The difference between the numbers allotted these Section Points will be the number of Sections to be travelled and the correct fare can then be read from the Scale of Fares shown below. For example, a journey from Section Point No. 5 to Section Point No. 2 (or vice versa) covers 5 minus 2 = 3 sections; the full fare is 30c and the concession fare 15c.

SCALE OF FARES AS FROM JUNE 1, 1975

Number of Sections	Full Fare	Concession Fare
1	10c	5c
2	20c	10c
3	30c	15c
4 to 7	40c	20c

Concession Fare Certificates where applicable must be shown or full fare paid

WEEKLY AND QUARTERLY BUS TICKETS ARE NOW AVAILABLE. PHONE 20543 FOR APPLICATION DETAILS.

# The sting in the tale of two timetables

Last month, **GEOFF LAMBERT** travelled on Amtrak's train No. 1, *The Sunset Limited*. It seemed that most of the crew were uncertain about the timetable and many of them were unable to read it at all. The confusion was unsurprising, given what management had done to it.

The two timetables shown here are for Amtrak's train No. 1&2, *The Sunset Limited*. The upper is the timetable effective September 12, 2000, after the west-bound schedule was lengthened because of delays caused by the notorious traffic congestion on the Union Pacific, especially along the Gulf Coast. The lower timetable, effective October 29, reflects a further lengthening of the schedule due to even more traffic-related delays. The only change was to pad out the L.A. arrival time from 0615 to 0805, meaning that the final 32 miles from Pomona is now scheduled to take 3h 47m, at least as far as the public is concerned. The editor travelled on the train in November, arriving on November 12. The train was 5h 46m late at Pomona, but only 2h 41m late at Los Angeles, 42 minutes later. That's what he calls "making up time"

**Los Angeles...Tucson...(Phoenix)...San Antonio...  
New Orleans...Mobile...Tallahassee...Jacksonville...Orlando**

Texas Eagle	Sunset Limited	Train Number		Sunset Limited	Texas Eagle
22	2	1	21	1	21
Dp. LAX SuTuWeFr	Dp. LAX SuTuWeFr	Days of Operation		Ar. LAX FrSuTu	Ar. LAX FrSaSuTu
Read Down	Mile	Symbol	Ar	Read Up	
10 30P	0	Los Angeles, CA ● (PT)	Ar	6 15A	6 15A
11 22P	32	Pomona, CA ● (S)	Ar	4 18A	4 18A
11 37P	39	Ontario, CA ● (S)	Ar	4 08A	4 08A
1 04A	106	Palm Springs, CA ● (PT)	Ar	2 38A	2 38A
3 19A	251	Yuma, AZ ● (MST)	Ar	12 25A	12 25A
4 16A	416	Maricopa, AZ (Phoenix) ● (S)	Ar	8 29P	8 29P
8 10A	502	Tucson, AZ ● (S)	Ar	8 29P	8 29P

**Services on the Sunset Limited and Texas Eagle**

- Sleeping Cars—Reservations required.** Superliner standard, deluxe, accessible and family bedrooms. First Class Service includes complimentary meals, bedtime sweet, morning wake-up service with a newspaper, and coffee, tea and orange juice served between 6:30 AM and 9:30 AM. Private waiting area available in New Orleans for First Class Service passengers.
- Coaches—Reservations required.**
- Dining Car—Complete meals featuring regional specialties, Sightseer Lounge Car—Sandwiches, snacks, beverages and souvenirs.**
- Entertainment—Feature movies, games and hospitality hour.**
- Trails and Rails Program—On the Sunset Limited, in a cooperative effort with the National Park Service, an interpretive guide provides a narrative along the route (weekends only through May).**

**Los Angeles...Tucson...(Phoenix)...San Antonio...  
New Orleans...Mobile...Tallahassee...Jacksonville...Orlando**

Texas Eagle	Sunset Limited	Train Number		Sunset Limited	Texas Eagle
22	2	1	21	1	21
Dp. LAX SuTuWeFr	Dp. LAX SuTuWeFr	Days of Operation		Ar. LAX FrSuTu	Ar. LAX FrSaSuTu
Read Down	Mile	Symbol	Ar	Read Up	
10 30P	0	Los Angeles, CA ● (PT)	Ar	8 05A	8 05A
11 22P	32	Pomona, CA ● (S)	Ar	4 18A	4 18A
11 37P	39	Ontario, CA ● (S)	Ar	4 08A	4 08A
1 04A	106	Palm Springs, CA ● (PT)	Ar	2 38A	2 38A
4 19A	251	Yuma, AZ ● (MST)	Ar	12 25A	12 25A
4 16A	416	Maricopa, AZ (Phoenix) ● (S)	Ar	9 29P	9 29P
9 10A	502	Tucson, AZ ● (S)	Ar	9 29P	9 29P

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# Sydney Tramways: handling of heavy traffic on special occasions.

**PATRICK J. TIMMONY**, (*below, right*) was Assistant Chief Traffic Manager, Department of Road Transport and Tramways, NSW and he wrote the following article in the 1930s. We thank Eco-Transit Sydney for permission to re-publish this article, which appeared in their Occasional Papers series "Letters of Transit", available on the web at [www.ecotransit.org.au](http://www.ecotransit.org.au). Timetable illustrations from the Vic Solomons collection.



**A**side-line to the ordinary day in and day out traffic handled by the New South Wales Tramways, which reaches a total of approximately 860,000 passengers per diem, is the special traffic to the various sports grounds and surfing beaches. In this connection Sydney is unique amongst Australian cities, for the reason that the most important sporting and racing arenas, as well as the more popular bathing resorts, are remote from railway lines, and the major transport of their patrons devolves on the tramways. This remark applies to the Royal Agricultural Society's Ground, which, during the Easter period when the Show is held, commands the largest attendance of any Showground in Australia; to the Sydney Cricket Ground, where international as well as interstate cricket and football matches are contested; and to Randwick Racecourse, which ranks second to Flemington in popularity and compares favourably with it, particularly during the Sydney Cup Meeting at Easter and the Spring Meeting in October, the latter being the curtain raiser for the Melbourne Cup.

Hundreds of thousands of people who visit Sydney's beaches at week-ends and on public holidays are dependent upon the tramway system for their transport. Among the bathing resorts referred to are Bondi, Coogee, Clovelly, Maroubra Bay, and, on the north side of the Harbour, Balmoral. In addition, a number of pony race courses, at which races are frequently held during the mid-week, claim the services of the tramways for the conveyance of their patrons. Amongst these may be mentioned Ascot, Rosebery, Kensington, and Victoria Park.



*Patrick J. Timmony at his desk in the Department of Road Transport and Tramways at about the time this paper was written. He died in 1956 at the age of 85, while playing bowls.*

Sydney is fortunate in having the Royal Agricultural Ground and the Cricket Ground adjacent to each other, for the reason that when sports are held simultaneously at each, which is frequently the case, the one service and supervising organisation can be arranged to serve both.

Special tracks, suitably arranged for the expeditious handling of this class of traffic and for storing and marshalling the cars necessary for the home journey, have been laid down in the vicinity of the grounds mentioned. These sidings, which are capable of storing 200 cars, are clear of the main running lines and permit of cars being held for any period without interfering with the ordinary services. On many occasions this accommodation is inadequate for the storage of the

whole of the cars required for the return service. The difficulty is then got over by timing additional cars to reach the Cricket or Showground after a portion of those already there have been despatched.

The special services to these grounds are run from Circular Quay and Railway Square Loop and are returned to these points at the conclusion of the sports. The same remark applies to the special trams serving Randwick Racecourse. The service from Circular Quay caters for passengers from the Eastern Suburbs and the north side of the harbour, and that from Railway Square Loop for passengers from the Western and Southern suburbs and the Central Railway Station.

As a record breaker the Royal Agricul-

tural Show, which runs over a period of 9 days and 6 nights, holds pride of place. On Easter Monday a few years back 997 tram car loads were carried on the outward journey and 1,137 on the return, or a total in both directions of 2,134 car loads. Practically the whole of the cars in use were of the 80-seat type, so that the number of passengers carried was approximately 170,000. When it is considered that, in connection with the Sydney Cup Meeting held on the same day, 484 car loads were carried to Randwick and 544 car loads returned, or a total of 1,028 car loads representing approximately 82,000 passengers, and that, in addition, provision had to be simultaneously made for ordinary holiday traffic to the various seaside and picnic resorts, it will be realised that the tramways were handed a Herculean task.

The record loading to the Sydney Cricket Ground, established in connection with an International Football Match between England and Australia, was 346 car loads on the outward journey and 357 on the return, or a total of 703 car loads, representing approximately 56,000 passengers. The fact that the 357 car loads on the return from the Cricket Ground were lifted in less than 25 minutes will give some idea of the effectiveness of the Sydney Tramways in expeditious loading and despatch. It may be remarked that passengers load at both sides of the cars at the one time and have the advantage of 16 entrances.

The loading and unloading facilities at Randwick Racecourse are on an elaborate scale and comprise 6 lengthy platforms, 2 only of which are available for discharging passengers on arrival at the racecourse, whereby they are landed at the entrance gates to the Paddock and the St. Leger, the whole 6 being in commission for the return. On the return journey 3 platforms are set apart for Railway Square Loop passengers and 3 for Circular Quay passengers.

After the finish of the races passengers reach their respective platforms by way of overhead bridges from The Paddock and from the St. Leger enclosures, and it is worthy of mention that the bridges referred to and the stairways leading to them have been specially designed to permit the exit of just that number of passengers that can be handled by the tramway service without causing congestion on the platforms.

Storage and marshalling sidings have

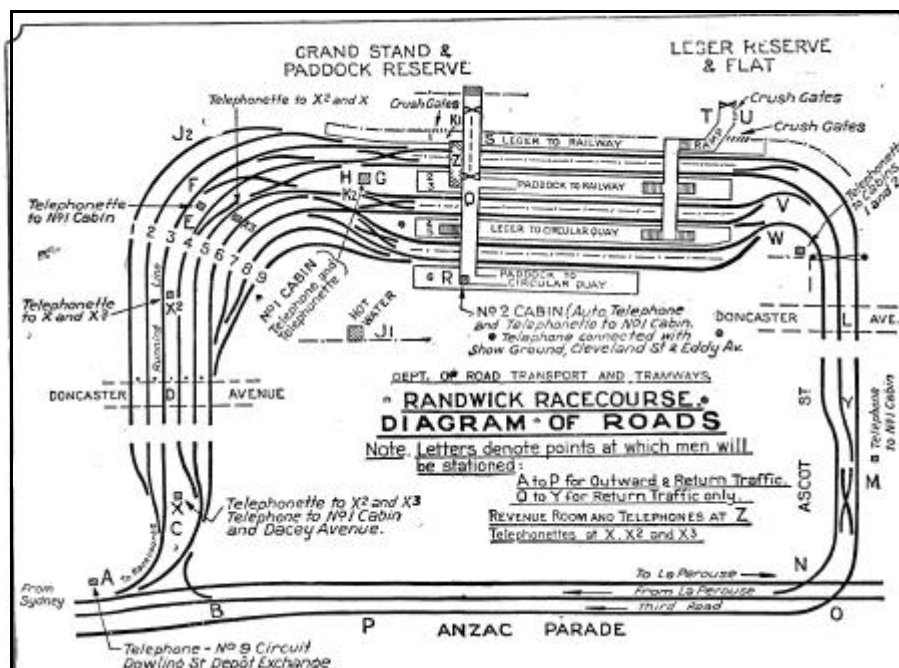


Diagram of tracks at Randwick racecourse, issued for the AJC Derby meeting in October 1948, showing the placement of traffic supervisors for heavy traffic.

been constructed in a portion of the racecourse reserve, and are capable of accommodating 280 cars.

The facilities mentioned permit of passengers being lifted from the platforms at the rate of 1,000 per minute, and the figures for the record day at Randwick are 664 car loads on the outward journey and 717 on the return, or a total of 1,381 car loads in both directions, representing approximately 110,480 passengers.

As in the case of the Show and Cricket Grounds, the sidings available at Randwick are insufficient to store the whole of the cars required for the return traffic on important occasions, and it is therefore necessary to have the requisite additional cars in a handy position so that they can move into the race course as those already stored are despatched. The regulated flow of passengers to the platforms enables this to be done without difficulty. In passing it may be stated that although 717 car loads had to be provided for, it was not necessary to have that number of separate cars earmarked for the job. As a matter of fact, as the racecourse cars require to travel over sections of the route on which heavy holiday services are already operating, it would not be practicable to handle this number of separate cars between the racecourse and Railway Square Loop and the racecourse and Circular Quay. Four hundred and twenty (420) cars are sufficient for the purpose by re-

turning as many as may be required to the racecourse for second trips, and under such circumstances there is practically an unbroken circle of cars between the racecourse and Railway Square Loop until sufficient are on their way back for a second trip to shift the whole of the racecourse passengers.

On Easter Saturday and Easter Monday, when the attendances at both the Showground the Racecourse are very large, it would not be possible to provide for the whole of the return traffic from both places simultaneously. By mutual arrangement with racecourse authorities, who finish their programme not later than about 4.20 pm, and with the Showground authorities who prolong theirs until after 5.00pm, and by a judicious arrangement of intermittently diverting to the Showground Racecourse cars that have completed their first trip to Railway Square and Circular Quay, very little difficulty is experienced in getting the Showground patrons to town in time.

Alternative routes are available both in connection with the show and Racecourse services, and permit the special trams on both outward and return trips being kept clear of the heavier routes over an appreciable portion of the journey, whereby they obtain an uninterrupted run. For instance, special cars to the from Circular Quay, instead of following the regular traffic route in Oxford Street, are diverted to Campbell Street. Similarly, special cars operating the Railway Square Loop-Racecourse



1258

**RANDWICK RACES (A.J.C. METROPOLITAN MEETING).**

(First Race, 1.0 p.m.; Last Race, 5.0 p.m.)

Eight-Hour Day, Monday, October 4.

The attention of all concerned is directed to the altered routes of Call-back trams proceeding to Racecourse and of Racecourse Specials returning to Railway.

Back track used—Forward and Return traffic.

Circular Quay (Young Street)—Randwick Racecourse, via Oxford and Flinders Streets.

Depot Masters, Dowling Street and Waverley, to arrange for the following Specials to consist of coupled cars and operate as shown below:—

Run No. ....	23	25	6	7	8	9	10	11	12
Dowling Street Depot .....dep.	a.m. 10 39	a.m. 10 45	a.m. 10 50	a.m. 10 54	a.m. 10 57	a.m. 11 0	a.m. 11 3	a.m. 11 6	a.m. ...
Waverley Depot .....dep.	†	†	†	†	†	†	†	†	11 8
Circular Quay .....dep.	11 0	11 6	11 11	11 15	11 18	11 21	11 24	11 27	11 29
Randwick Racecourse .....arr.	11 24	11 30	11 35	11 39	11 42	11 45	11 48	11 51	11 53
Randwick Racecourse .....dep.	11 26	11 32	11 37	11 41	11 44	11 47	11 50	11 53	11 55
Circular Quay .....arr.	11 50	11 56	12 1	12 5	12 8	12 11	12 14	12 17	12 19

Run No. ....	13	14	15	1	16	17	18	2	19
Dowling Street Depot .....dep.	a.m. ...	a.m. 11 12	a.m. ...	a.m. 11 14	a.m. ...	a.m. 11 18	a.m. ...	a.m. 11 21	a.m. ...
Waverley Depot .....dep.	11 10	...	11 14	...	11 16	...	11 20	...	11 23
Circular Quay .....dep.	11 31	11 33	11 35	11 37	11 39	11 41	11 43	11 44	11 46
Randwick Racecourse .....arr.	11 55	11 57	11 59	12 1	12 3	12 5	12 7	12 8	12 10
Randwick Racecourse .....dep.	11 57	11 59	12 1	12 3	12 5	12 6	12 8	12 9	12 11
Circular Quay .....arr.	12 21	12 23	12 25	12 27	12 29	12 30	12 32	12 33	12 35

Run No. ....	20	21	3	22	23	4	24	25	5	26	27
Dowling Street Depot .....dep.	a.m. ...	a.m. 11 26	a.m. 11 27	a.m. ...	a.m. ...	a.m. 11 32	a.m. ...	a.m. ...	a.m. 11 36	a.m. ...	a.m. 11 39
Waverley Depot .....dep.	11 24	...	...	11 29	...	...	11 33	...	...	11 38	...
Circular Quay .....dep.	11 47	11 49	11 50	11 52	11 53	11 55	11 56	11 58	11 59	12 1	12 2
Randwick Racecourse .....arr.	12 11	12 13	12 14	12 16	12 17	12 19	12 20	12 22	12 23	12 25	12 26
Randwick Racecourse .....dep.	12 12	12 14	12 15	12 18	12 19	12 21	12 22	*	12 25	*	*
Circular Quay .....arr.	12 36	12 38	12 39	12 42	12 43	12 45	12 46	...	12 49	...	...

Run No. ....	6	28	7	29	8	30	9	31	10	32
Dowling Street Depot .....dep.	p.m. ...	a.m. ...	p.m. ...	a.m. 11 45	p.m. ...	a.m. ...	p.m. ...	a.m. 11 51	p.m. ...	a.m. ...
Waverley Depot .....dep.	...	11 42	...	...	...	11 48	...	...	...	11 54
Circular Quay .....dep.	12 4	12 5	12 7	12 8	12 10	12 11	12 13	12 14	12 15	12 17
Randwick Racecourse .....arr.	12 28	12 29	12 31	12 32	12 34	12 35	12 37	12 38	12 39	12 41
Randwick Racecourse .....dep.	*	*	*	*	*	*	*	*	*	*

Run No. ....	33	11	12	13	14	15	1	16	17	18
Dowling Street Depot .....dep.	a.m. 11 55	p.m. ...	p.m. ...	p.m. ...	p.m. ...	p.m. ...	p.m. ...	p.m. ...	p.m. ...	p.m. ...
Circular Quay .....dep.	12 18	12 20	12 21	12 23	12 24	12 26	12 27	12 29	12 30	12 32
Randwick Racecourse .....arr.	12 42	12 44	12 45	12 47	12 48	12 50	12 51	12 53	12 54	12 56

Run No. ....	2	19	20	21	3	22	23	4	24	5
Circular Quay .....dep.	p.m. 12 33	p.m. 12 35	p.m. 12 36	p.m. 12 38	p.m. 12 39	p.m. 12 42	p.m. 12 44	p.m. 12 46	p.m. 12 48	p.m. 12 50
Randwick Racecourse .....arr.	12 57	12 59	1 0	1 2	1 3	1 6	1 8	1 10	1 12	1 14

\* Thence as directed. If not required for Outward traffic, lay up for Return traffic.

† Run via Baptist, Cleveland and Elizabeth Streets.

Starter, Young Street, Circular Quay, to despatch trams as shown above.

service are diverted to Phillip and Redfern Streets, missing Anzac Parade junction which is a notorious congestion point.

Whilst the tramway traffic to the various bathing resorts does not loom so large as that to the sports grounds mentioned, it is, nevertheless, of an important nature and calls for special consideration. Fortunately this class of traffic starts early and finishes late, and this fact affords an opportunity to give the racecourse special trams a run to the beaches before they take up their legitimate work, and allows them to be similarly used after the racecourse traffic is finished.

Coogee, before losing much of its popularity to Bondi, put up a record on one occasion of 300 car loads. Bondi Beach on 26.12.1931 accounted for 225 car loads, and Balmoral Beach on the last public holiday 207 car loads.

As a result of the depression the pony racecourses, in common with other sporting centres, have lost much of their glamour, but, possibly, only temporarily. Ascot pony races on one occasion attracted 180 car loads (out and back) and Kensington 136 car loads (out and back). Incidentally it might be mentioned that, as in the case of the more important sports grounds, it has been necessary to specially provide marshalling sidings at each of the pony racecourses in order to handle the return traffic.

In catering generally for the more important sports and race meetings, the first condition necessary is a reasonably accurate forecast of the probable attendance. Arrangements must necessarily be made some time in advance to enable the requisite staff to be secured and rostered, and as the conditions which influence attendances at these fixtures are many and varied, something other than precedent - which, by the way, does not always exist - is necessary. For instance, the prospect of Don Bradman batting would easily account for an additional 10,000 at the Cricket Ground, and a meeting between Hall Mark and Peter Pan would probably have the same effect at a Randwick race meeting. Having decided on the probable attendance, the arranging of the services is an easy matter. In the case of sports

meetings it has been found that the service should start generally from 1¼ to 1½ hours before the commencement of the programme. On occasions, however, it has been necessary to start the services four (4) hours ahead.

In the case of race meetings at Randwick, 2 to 2½ hours before the first race suitably meets requirements. During outgoing traffic the cars provided are able to run several trips; consequently a limited number, generally about 40% of the total required for the return traffic, are sufficient. After the finish of the outgoing loading these cars are laid up at the sports ground or the racecourse, as the case may be, for return traffic. It has, at times, been suggested by irresponsible persons that in the interests of economy the crews employed on these trams should be signed off and brought back in time for return traffic. The answer to this is "experientia docet".

Lack of interest in connection with an International Football Match (New Zealand - v - Australia) resulted in from 10,000 to 15,000 people leaving the ground at half time. A change in the weather conditions has more than once stopped an International Cricket Match in the early afternoon and sent practically the whole of the attendance homeward. From 90 to 100 car loads of people have left Randwick Racecourse after the principal race of the day, which took place in the middle of the programme. The resultant chaos can be visualised if the tram crews concerned had been at home having afternoon tea instead of being at their posts.

The whole of the City Tramway Depots combine in providing the necessary service, the demand made upon them being in proportion to the number of men and cars at their disposal.

Particulars as to the services required, as well as the general arrangements, special instructions, and disposition of the controlling officers are notified to all concerned by means of a weekly pamphlet known as the Weekly Notice.

The additional cars for return traffic are provided by calling on the services of men who have already worked a morning shift, and these are known as "call backs". As has been previously stated, after the return

traffic from the racecourse or other sports grounds has finished, the special cars are commandeered for other traffic - business traffic on ordinary days and picnic and beach traffic on Saturdays and Holidays. Every tram used for these special services carries a lettered disc indicating the Depot to which it belongs. This enables the traffic officers on point duty to divert such cars to routes which will permit of their being used in their own districts, or, if not required, to be readily despatched to their home depots.

As the Traffic Awards must be respected, the controlling officers are enabled to readily distinguish special cars that may not be used without exceeding the 12-hour span by the fact that they carry red discs which indicate that their crews have signed on duty before 6.45 and must, therefore, be returned to their home depot not later than 6.45 pm.

Special cars, the crews of which have signed on later than the hour mentioned, carry black discs.

With 1,490 cars to call upon no difficulty is experienced on public holidays in securing sufficient rolling stock to meet any demand. There is a limit on such occasions, however, so far as men are concerned, for the reason that the holiday timetables practically require all cars to be manned for a double shift.

On business days the reverse is the case, for whilst sufficient men can be made available by cancelling days off, suspending holidays, utilising call backs. etc., all available cars are required for the ordinary business traffic. On such occasions a judicious pilfering of cars from a number of lines is necessary, and is generally followed by unkind criticism in the press. However, providing the sports meeting concerned finishes reasonably early, as is the case in connection with races and football matches, the special cars on their return to the city are immediately diverted to the routes affected by withdrawals, and in many cases the critics, although unaware of it, have been provided with as much or more accommodation than they receive under normal conditions.

The collection of revenue in connection with the special services to the Show and Cricket Grounds is facilitated by the use of return tickets; single journey tickets being issued on the homeward trip only. A similar practice is followed in connection with the pony racecourses, and, in the case of Randwick Racecourse, the return tickets also include the entrance charge to the racecourse through the outer gate.

1259

Monday—continued.

**RANDWICK RACES—continued.**  
**OUTWARD TRAFFIC—continued.**

**Railway Square Loop and Racecourse, via Cleveland and Baptist Streets.**

Newtown Depot to supply 8 Specials (coupled cars) to leave Depot at intervals of 2 minutes from 10.15 a.m. via Cleveland and Regent Streets (show "Railway" with temporary "Via Cleveland Street" signs, and pick up passengers to Railway).

Rozelle Depot to supply 18 Specials (coupled O cars) to leave Depot for Railway via Cleveland and Regent Streets at intervals of 2 minutes from 10.32 a.m.

Tempe Depot to supply 8 Specials (coupled 80-seat cars) to leave Depot at intervals of 2 minutes from 10.56 a.m. via Cleveland and Regent Streets (show "Railway" with temporary "Via Cleveland Street" signs, and pick up passengers to Railway).

Ultimo Depot to supply 13 Specials (coupled O cars) to stand by in readiness to run as directed from 10.30 a.m.

When the third road on Lee Bridge is full trams not required for Racecourse traffic are to lay up in Harris Street until required.

In the event of congestion on Down Road in Chalmers Street the Inspector in charge at Chalmers Street Junction to arrange to direct Outward Racecourse trams via Devonshire, Elizabeth and Phillip Streets.

Single cars returning to Railway Square for Outward traffic to run via Baptist, Cleveland, Chalmers Streets and Eddy Avenue. Coupled cars to run via Phillip, Elizabeth, Redfern and Regent Streets.

Inspector in charge, Railway Square Loop, to arrange a suitable service, first tram 10.30 a.m., also advise Shed Chargeman, Ultimo, when cars are to leave Depot.

**RETURN TRAFFIC.**

In addition to Specials supplied for Outward traffic, the following single or coupled O cars are to leave the undermentioned Depots at half-minute intervals in time for all cars to arrive at Racecourse at times indicated below. If O cars cannot be supplied Depots concerned to supply sufficient cars to make up same seating capacity:—

Newtown (by 3.40 p.m.) .....	18
Dowling Street (by 4.0 p.m.) .....	50
Waverley (by 3.30 p.m.) .....	40
Rozelle (by 3.35 p.m.) .....	26
Ultimo (by 3.35 p.m.) .....	16
Tempe (by 3.55 p.m.) .....	10

**Call-back Specials en route to Racecourse to proceed as shown below:—**

Ultimo cars via Cleveland and Baptist Streets.

Waverley cars via Green's Road and Cricket Ground.

Tempe, Rozelle and Newtown cars via Cleveland, Regent, Redfern, Elizabeth and Phillip Streets.

**Trams from Darley Road.**

In addition to Specials supplied for Outward traffic, the following cars are to leave Depots at half-minute intervals in time to arrive at Darley Road at 3.50 p.m.:—

Fort Macquarie (R cars) .....	12
Rushcutters Bay (R cars) .....	18

Rushcutters Bay cars to proceed to Darley Road via St. James Road, Elizabeth, Liverpool, Oxford and Flinders Streets.

Fort Macquarie cars to proceed to Darley Road via Pitt, Goulburn, Campbell and Flinders Streets.

Inspector in charge at Racecourse to provide sufficient cars from Darley Road to Circular Quay, Railway, Clovelly or Coogee, after finish of Races, to relieve ordinary trams.

Drivers and Conductors must remain on their cars whilst trams are stabled at Workshops.

Fares—From Darley Road to Circular Quay or Railway—Special fare, 9d. Return Racecourse tickets are available by these trams.

To Coogee or Clovelly—Ordinary fares. Return Racecourse tickets are not available by these trams.

tion has been a profitable one for it, but it has had the effect of reducing the traffic carried by the special tram services to the Cricket and Show Grounds from 50% of the total attendances to less than 33%.

*Moving huge crowds of Sydneysiders to special events like the races, the cricket and the Easter Show, and to popular beaches, was an art and a science in days gone by. Weekly notice and pocket-sized special traffic notices- based on several decades' experience with moving huge numbers of people - provided practical guidance for the tramways' traffic controllers*

*Cover: A superb people-moving system at work: the tram platforms at Randwick Racecourse before the First World War. Passengers boarded trams at the rate of over 1000 per minute. Note the photographer with his assistant (perhaps he's even one of those new media technocrats, a newsreel cameraman!) standing on top of the signal box.*

This latter arrangement obviates the necessity of passengers obtaining change and paying at the gates leading from the Platform to the racecourse enclosure, and incidentally eliminates congestion on the platforms.

The majority of the records mentioned in this paper are those of pre-depression days, and although the growth in the number of private motor cars has considerably affected the number of tram passengers handled in connection with race meetings, sports, etc, there is some hope that with the return to prosperity the records of the past will be closely approached.

The condition in regard to the parking of motor cars in the vicinity of Randwick Racecourse is such that many people arriving late have to leave their cars half a mile from the racecourse entrance. As this distance grows it is more than likely they will again return to the tramways.

Some years ago the City Council decided to convert a large portion of Moore Park adjacent to the Cricket and Show Grounds into a motor parking area. As this park is assigned to the public for recreation purposes, motor car driving is presumably a form of recreation. The Council's ac-



# Australian timetables versus U.S. timetables

A letter from **JAMES MANCUSO**

Letter

**B**ased upon specimens of Australian rail and bus timetables in my collection here in New York State, USA, I think the Australian transport authorities produce a timetable product that is far superior to many of the available offerings here in the USA and Canada, though in some cases the USA timetable offerings are beginning to improve. What you will find is among our major intercity coach companies, Greyhound Lines of USA no longer issues timetable folders anywhere on its system. You have to phone for schedule information and/or purchase a system timetable book for \$11.00 US from

Greyhound lines. However many of its connecting carriers issue some nice timetables for their systems. One of these is Peter Pan Bus Lines, based in Springfield, Massachusetts. If you would like a few specimens of US offerings, I would be pleased to send you some first chance I get. All I need is your mailing address, Down Under and I will have some US timetables on the way to you. Even the likes of Peter Pan Bus pale in comparison with the offerings of various Australian transport companies. As for the airlines, I would be most interested in some Australian Airline material for comparison with what we

have in the states.

My address is:

James Mancuso  
56B South Main Street  
Perry, NY 14530  
USA

## Timetabling mystery

**CRAIG HASALL** *has a request for readers*

Letter

I would like to bring up that in December 1997 Ventura Bus Lines Knoxfield started a 765 timetable.

The first copy of this that I received was dated 31 December 1997 and I picked this up at the Met Shop, when the unexpectabl[?] gave me all the current Melbourne Bus timetables if I would not return ever again, and phone or write to the companies instead. This timetable was in the current format for Ventura expect it had the bus line's pre mid 1998 Logo in place of the current logo.

A while later I went to Forest Hill Chase Shopping Centre and when the information booth was unattended, I went over and took one of each of the timetables. The booth stocks current timetables including the 765 timetable. This one was dated 22nd December 1997. It is in the Department of Transport's green

bus timetable format that all companies (except National Bus, Invictabus and MetBus) used at the time. I wondered why Ventura had changed dates for new formats on 765, as 732, 733, 734 have kept their dates even though new formats had started, as there are no changes to the 765 timetable itself.

Then I wrote to Ventura in July 1999, requesting a set of timetables, and I received a 765 timetable also for December 1997. This one however had a 15th starting date. The information is the same as both the 22nd & 31st editions, expect this one has the 75 years version of Ventura's current logo and the covers font size have been made larger.

Why has Ventura released 3 different starting dates for its timetables? Was it because they were

trailing different WTTs and changed the timetables when they started new WTTs, or was it because they are forgetful & can't remember when they started timetables, or is it because the 765 timetable was meant to be a 15/12/97, a date used for 734's current timetable.

I've tried asking Ventura but they didn't reply as yet.

I hope a member out there can help tell me why they have done this.

Craig Halsall

# Railway Timetables of Tasmania




**IAN COOPER** writes, to point out a possible error in our listings of Tasmanian railway timetables.

Reference is made to the article 'Railway timetables of Tasmania' in September 'The Times'.

I was wondering whether the date, as published on Page 15, of the suburban PTT for 1972 is correct. I enclose a copy (see cover page, right) of a PTT for 30 October 1972. As 30 December '72 was a Saturday, I thought that perhaps that date should have read 30 October. Or, of course, there were timetables for 30 October and 30 December 1972!

I enclose an undated timetable for the Tasman Limited (below) which would not, by definition, fall into any of your listings. Judging from the fares quoted and my other reference points, the TT is about 1970-71.



**TASMANIAN GOVERNMENT RAILWAYS**

**SUBURBAN TIMETABLE  
and FARES**

**WEEKDAYS**  
(Mondays to Fridays inclusive)

Commencing Monday, October 30 1972

**HOBBART - BRIGHTON - NEW NORFOLK**  
Inclusive

78183/72

**SUBURBAN FARES**

FARES	ZONE		
	1	2	3
Adult .. .. .	13c	25c	33c
Child .. .. .	7c	13c	13c

	Single	Multiple (10 journeys)	Workers' Weekly
	c	\$ c	\$ c
Hobart to—			
Moonah .. .. .	13	1.17	1.04
Derwent Park .. .. .	13	1.17	1.04
Glenorchy .. .. .	13	1.17	1.04
Montrose .. .. .	13	1.17	1.04
Rosetta .. .. .	25	2.25	2.00
Chigwell .. .. .	25	2.25	2.00
Claremont .. .. .	25	2.25	2.00
Cadburys .. .. .	25	2.25	2.00
Austins Ferry .. .. .	25	2.25	2.00
Granton .. .. .	25	2.25	2.00
Bridgewater .. .. .	30	2.70	2.40
Brighton .. .. .	33	2.97	2.64

**WORKERS WEEKLY TICKETS**  
(No limit on number of journeys between nominated Stations)

**FARES**

**HOBART-LAUNCESTON and  
LAUNCESTON-HOBART**

RETURN	\$5.80
SINGLE	\$3.20
★ EXCURSION FARE	\$5.30 RETURN
● Weekender	\$4.00 Return
SCHOOL CHILDREN	(HALF FARE)

**WYNYARD-LAUNCESTON and  
LAUNCESTON-WYNYARD**

RETURN	\$6.10
SINGLE	\$3.40
★ EXCURSION FARE	\$5.70 RETURN
SCHOOL CHILDREN	(HALF FARE)

★ Available during Public & School Holidays, or if first part of journey taken on a Friday or Saturday, and return journey on the Monday.

● Departs Hobart & Launceston 6.00 p.m. Fridays, returns 3.00 p.m. Sundays. Hostess & Cafeteria services not available.

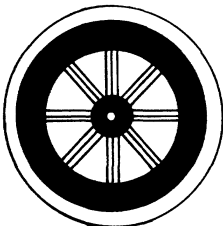

FARES TO INTERMEDIATE STATIONS AVAILABLE ON REQUEST.

**Tasman Limited**

Timetable & Fares

**Tasman Limited Luxuries**  
Attentive Hostesses, a Cafeteria, providing full meals, snacks, refreshments and sweets, & a liquor service, layback seats with foot & arm rests, personal foldaway tables, air conditioning, taped music & a public address commentary on scenic & historic points of interest, wall to wall carpet & an attractive decor enhanced by bright curtains & personal sun-blinds.

**Travel in relaxed comfort through  
the beautiful Tasmanian countryside.**

Tasmanian Government Railways

**TIMETABLE**

**HOBBART-LAUNCESTON-WYNYARD    WYNYARD-LAUNCESTON-HOBART**

Departs	Departs
HOBART - 9.20 a.m.	WYNYARD - 9.35 a.m.
DERWENT PARK - 9.32	BURNIE - 10.06
GRANTON - 9.48	PENGUIN - 10.35
BRIGHTON - 10.02	ULVERSTONE - 10.56
CAMPANIA - 10.26	DEVONPORT - 11.25
COLEBROOK - 10.57	LATROBE - 11.42
PARATTAH - 11.35	RAILTON - 11.58
ROSS - 12.31 p.m.	DUNORLAN - 12.27 p.m.
CAMPBELL TOWN - 12.44	DELORAINÉ - 12.44
CONARA JUNCTION - 12.58	WESTBURY - 1.02
WESTERN JUNCTION - 1.54	LONGFORD - 1.30
	WESTERN JUNCTION - 1.55
Connecting service to and from Western Jcn. & Launceston; To Western Jcn. DEPARTS LAUNCESTON - 1.10. From Western Jcn. ARRIVES LAUNCESTON - 2.15.	
LONGFORD - 2.08 p.m.	CONARA JUNCTION - 2.35 p.m.
WESTBURY - 2.38	CAMPBELL TOWN - 2.48
DELORAINÉ - 2.57	ROSS - 3.01
DUNORLAN - 3.15	PARATTAH - 3.59
RAILTON - 3.43	COLEBROOK - 4.36
LATROBE - 3.58	CAMPANIA - 5.06
DEVONPORT - 4.18	BRIGHTON - 5.29
ULVERSTONE - 4.43	GRANTON - 5.42
PENGUIN - 5.05	DERWENT PARK Arrive - 5.58
BURNIE - 5.36	HOBART Arrive - 6.09
Arrive WYNYARD - 6.05	

TASMAN LIMITED runs daily except Sundays. (See ● overleaf)  
Times are shown in E.S.T., but remain the same for Tas. Summer Time.

# A bibliography on railway time tables

*Hereunder, a short list of publications dealing with railway timetables. Here are journal articles and monographs on timetable science, timetable collecting, timetable compilation and timetable apocrypha. The list was compiled by GEOFF LAMBERT, who welcomes additions.*

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## Route 95 from Chatswood to Gladesville

TRIS TOTTENHAM writes to comment on an April bus article

# Letter

For some reason or other I turned to the April 2000 Edition of "The Times" and re read the article by Jim O'Neil on the route 95 from Chatswood to Gladesville. A couple of items did strike me that I wish to comment on.

- On Page 11 - items 4 & 5 are transposed.

- 11 is interesting that in 1985 **the** Saturday afternoon service was interchanged between the 43 and 95 services at Chatswood. In 1978 it was the Sunday service that was - yet in 1985 the Sunday service is clearly operated by the one bus.

-A couple of other points.

- A full history of the services in the Lane Cove Area up until the early 1980s written by the late Leon B. Manny was published by the Historic Commercial Vehicle Association in 1985. Copies are still available at \$11 [including GST, plus postage] from GPO Box 1010 Sydney NSW 1043.

- A brief history of the North & Western Bus services in the Lane Cove area in recent years was published in a series by Robert Henderson in 2000 in *Fleetline* magazine, the Journal of the HCVA.

# Graphic Insight *by* CHRIS BROWNBILL

Australia's domestic air transport is undergoing significant changes at the moment with the recent entry of two cut-price passenger carriers into the market to sharpen the competition for the travel and tourist dollar. With every likelihood that more new carriers will start up in the coming year, and that Virgin and Impulse will expand their route coverage and frequencies, it is time to take a look at just what impact on service levels these newcomers have had to date.

The graph this month plots the number of scheduled weekly flights on a number of major routes. Rather than compare the frequency offered by each airline, it illustrates the total number of flights scheduled by all airlines added together. The data is taken from the public timetables of QANTAS and Ansett, and the Websites of Virgin Blue and Impulse. All schedules are taken as being those current as at 22nd October 2000.

Of note is that the two new airlines have attacked the high volume routes and have left the minor routes alone to date. Impulse operates on the three busiest routes in the country: Sydney-Melbourne, Brisbane-Sydney and Sydney-Canberra, whilst Virgin Blue operates the second and fourth busiest routes: Brisbane-Sydney and Brisbane-Melbourne. (Note that Impulse does now and has for some years also operated many smaller routes particularly in regional NSW). Virgin's choice of Brisbane as its operating base is reflected by both its initial routes being from Brisbane. Note also that the two newcomers to this date compete head-to-head on only the Brisbane-Sydney route.

The flight frequencies of Virgin and Impulse are noticeably lower than the two traditional airlines, a fact which is being exploited by QANTAS and Ansett who market their services as offering convenient times.

Finally, it is noteworthy that whilst the additional flights now provided have boosted the weekly frequencies on some routes more than others, there has been no change in the relative ranking of routes. Without Virgin and Impulse however, the Sydney-Canberra route had very nearly knocked Brisbane-Sydney from its number 2 perch, however Brisbane-Sydney's hold on that position has now been strengthened - a fact which would no doubt gratify the Queensland State government who worked very hard to ensure that Virgin based their Australian operations in Brisbane.

Weekly Scheduled Flights

