

The Times

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Issue No. 213 (Vol. 18 No.12)

SOO LINE RAILROAD COMPANY

6044 6044

SOO

SYSTEM TIMETABLE NO. 8

EFFECTIVE
0001 CONTINENTAL CENTRAL TIME
0101 CONTINENTAL EASTERN TIME

SUNDAY, OCTOBER 27, 1991

For use of employees only.

N. R. FOOT
Vice President
Chief Operating
Officer

C.M. WENCKA
Chief
Transportation
Officer

Who says that working and employee time tables have to have boring plain text covers? Certainly not the Soo Line Railroad in the U.S. Here is an employee time table from the early 1990s, one of a series representing the railroad's operations in full colour.

The Times

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Disclaimer	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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Sawtell Coaches' October 2000 timetable

By STEVEN HABY

In this article I briefly review Sawtell Coaches' current timetable, which is dated October 2000. Sawtell Coaches operate route 363 (Boambee service) and 364 (Sawtell local service). The timetable is published in the foldout style by Brochure Publishing that includes advertising from local businesses. The colours are red and green text with blue used in the map.

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SAWTELL
COACHES

CITY SERVICE

BUS
TIMETABLE

ROUTE 363
Boambee Services

ROUTE 364
Sawtell Services

ROUTE 363/364 & 364/363
Saturday & Late Services

ROUTE 363/364
Sunday & Public Holidays

Effective October 2000

5 Newcastle Drive,
Toormina 2452

Phone: (02) 6653 3344

Fax: (02) 6653 3345

ROUTES 362, 363 & 364			
Hobbs Cr	Sawtell to Toorm.,Uni & Coffs	Sawtell to Plaza	Toormina to Sawtell
7.25am O,JO		7.20am O,JO	7.10am
7.38am JO	7.20am O,JO	7.43am JO	8.13am
8.36am O	7.43am JO	8.25am O,CT	8.45am
8.50am	8.25am O	8.58am CC,SH	9.15am
9.30am O	8.58am	9.25am O,CT	9.45am
9.48am	9.25am O	9.58am CC,SH	10.15am
10.30am O	9.58am		10.45am
10.48am	10.25am O	10.58am CC,SH	11.15am
11.30am O	10.55am	11.25am O	11.45am
11.48am	11.25am O	11.55am CC,SH	12.20pm
12.35pm O	11.58am	12.30pm O,CT	12.45pm
12.48pm	12.30pm O	12.58am CC,SH	1.15pm
1.30pm O	12.58pm	1.25pm O,CT	1.45pm
1.48pm	1.25pm O	2.25pm O,CT,SH	2.15pm
2.30pm O	1.58pm	3.20pm O,JO	2.45pm
2.48pm	2.25pm O	3.48pm JO	3.10pm
3.25pm O,JO	2.55pm	4.40pm JO	3.40pm
3.43pm JO	3.20pm O,JO	5.40pm JO	4.15pm
4.34pm JO	3.48pm JO		4.45pm
	4.25pm O,T		5.35pm
	4.40pm JO		6.35pm
5.34pm JO	5.40pm JO		
Coffs to Boambee	Plaza to Toormina & Sawtell	Plaza to Boambee	Plaza to Uni
9.28am H	7.45am JO	9.20am H	7.45am JO
	8.15am JO		8.15am JO
10.28am H	9.20am H,CT	10.20am H	9.20am CC
	10.20am H,CT		10.20am CC
12.28pm H		12.20pm H	
1.28pm H	12.00pm	1.20pm H	12.00pm
	12.20pm H,CT		12.20pm CC
2.28pm H		2.20pm H	
3.28pm H,SH	1.20pm H,CT	3.20pm H,SH	1.20pm CC
3.40pm SB,H		4.20pm	2.20pm CC
3.55pm SB	2.20pm H,CT	5.12pm	3.20pm CC,SH
4.30pm	3.20pm H,CT,SH	6.12pm H	3.50pm
5.20pm	3.55pm		4.20pm
6.20pm H	4.20pm		5.12pm
	5.12pm		
	6.12pm H		

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Sawtell coaches operates a high frequency City service to the Southern Suburbs of Coffs Harbour. This allows you to experience such things as the people, sights and the cafe style atmosphere and small shops of the lovely hamlet that is Sawtell; or the beautiful homes of the Boambee area. See our modern Education Campus which contains our University, TAFE and Senior College High School.

Visit Storyland Gardens and Butterfly House only a short walk from our services.

Grab a bargain at one of the shopping centres we service; Toormina Gardens, Sawtell Shops, Coffs City Mall or Park Beach Plaza.

Watch our new base hospital being built.

Visit one of our Garden Nurseries we service.

SUP
MA

BUS STOPS:

- Toormina** - In front of the Main Entrance at TOORMINA GARDENS.
- Sawtell** - In front of the Foodstore, Opposite side in front of RSL.
- Coffs Harbour Plaza** - Opposite the Woolworths car park.
- Boambee Bay** - (opposite) Hourly service. Same side quarterly services.
- Big Banana** - Bus zone under the "A" frame.
- Jetty** - Village to Plaza, opposite to return.

NOTES

- ★ Services on Selected Public Holidays as advertised.
- ★ All times are a guide only.
- ★ Please have correct change if possible, drivers only carry minimum change.
- ★ For further information please call (02) 6653 3344. Fax (02) 6653 3345
- ★ Route 362 - Jetty Service
- ★ Route 363 - Boambee Services
- ★ Route 364 - Sawtell Services
- ★ Route 362/363/364 & 364/363 Saturday & Late Services

ROUTES 362/363/364 SATURDAY CITY SERVICES

Uni to Boambee	Sawtell to Coffs, Plaza & Jetty	McFadyn St	Hobbs Cr	Toorm. Grdns to Coffs, Plaza & Jetty	Toorm. Grdns to Sawtell	Toorm. Grdns to Bruce King Dr	Toorm. Grdns to Lady Belmore Dr	Uni to Coffs, Plaza & Jetty	Uni to Sawtell & Toorm.	Jetty Village Shopping Centre
9.20am	8.30am H	8.25am	8.15am	8.40am H			8.40am		9.20am	9.09am C
10.10am H	9.55am	9.50am	9.39am	10.05am	9.30am B	9.30am	9.30am	10.10am	10.10am H	10.25am
12.05pm	11.20am H	11.15am	11.02am	11.30am H	11.00am B	11.00am	11.30am		12.15pm	11.50am
	12.50pm	12.45pm	12.35pm	1.00pm	12.25pm B	12.25pm	12.25pm	1.05pm	1.05pm H	1.30pm
2.15pm H	2.20pm	2.15pm	2.07pm	2.30pm	2.05pm B	2.05pm		2.35pm	2.35pm H	2.55pm C
				3.15pm B	3.15pm					
Coffs to Boambee	Plaza to Sawtell & Toormina	Plaza to Boambee	Lady Bel. Dr To Coffs & Plaza	Lady Bel. Dr to Toorm.	Bruce King & Harvie Dr'	Koala Villa	Coffs to Plaza	Coffs to Sawtell & Toorm.	Halls Rd	Plaza to Uni
9.15am	9.03am	9.03am	8.45am C	9.35am	8.17am	8.50am C	8.55am	9.15am	9.52am C	9.03am
10.45am H	10.35am H	10.35am H	9.35am S	10.55am	9.42am	10.50am B	10.18am	10.45am H	10.47am B	
12.10pm	12.00am	12.00am	11.35am C	12.30pm	11.10am	11.40am C	11.45am	12.10pm	11.42am C	12.00pm
1.50pm H	1.40pm H	1.40pm H	12.30pm S	2.00pm	12.40pm	1.55pm B	1.23pm	1.50pm H	1.52pm B	
2.45pm H	2.50pm H	2.50pm H	2.00pm S	3.10pm	2.10pm	3.05pm B	2.40pm	3.00pm H	3.02pm B	

Beaumaris Tramway Company

DAVID HENNELL

The Beaumaris Tramway Company's horse tramway between Sandringham (Beach Road adjacent to the railway station) and Cheltenham railway station via Beaumaris preceded the Victoria Railways' electric line to Black Rock and Beaumaris by many years. There is, however, some discrepancy as to opening dates: Marshall-Wood (p. 25) states that services commenced at Christmas 1888, whereas Atkinson (p. 113) indicates that the line was opened in two stages with Cheltenham to Beaumaris (Rickett's Point) opening in late 1887 with the official opening of Beaumaris to Sandringham occurring on 4th April 1889.

The 6 mile 33 chain (10.3 km) line was constructed to standard gauge. The route of the horse line from Sandringham was via Beach Road to Rickett's Point, then Tramway Parade through Beaumaris, followed by Balcombe Road & Charman Road to Cheltenham station. [Charman & Balcombe Roads and most of Tramway Parade are now served by the route 600 buses of Melbourne Bus Link which then follow the route of the electric tram to Sandringham.] A 3 mi branch line from Beaumaris to Mordialloc was, unfortunately, not constructed.

Depots were located about 2/3 of the way between Sandringham & Black Rock and just north of Beaumaris in Tramway Parade. The line was operated as two separate sections (Sandringham to Beaumaris and Beaumaris to Cheltenham), each from its own depot. This is reflected in the presentation of the timetable and the comment "All passengers change cars at Beaumaris." Trams usually connected at Beaumaris although some connections were long and, even in the summer period, fewer runs were provided on the Cheltenham section than to Sandringham. Separate services were necessary in order to maintain train connections at Cheltenham and Sandringham.

This article deals with what was very probably the final service on the Cheltenham portion of the line and the concurrent Sandringham service. The timetable shown is taken from the *Time Tables of the Victorian Railways and other Railways in Connection, 1st May, 1912, to 30th November, 1912 inclusive*.

Despite this timetable being a winter edition, the tram timetable is that of the previous summer, as explained by the note that appears on pages 116, 116A & 117:

"Special Note. - As particulars of the Winter Service for Beaumaris Tramway Line were not available when this Book went to press, passengers are requested to refer to the Company's Sheet Time Table exhibited at Metropolitan¹ and Suburban Stations for the correct times. The Time Table appearing herein was issued by the Tramway Company on 1st December, 1911."

As the Beaumaris to Cheltenham section appears to have closed by 1912 (Atkinson, p. 113 & Marshall-Wood, p. 29), it is possible (probable?) that the late advice - if any - of the winter service was due to indecision about the future of the Cheltenham section. [Easter Day in 1912 was 7th April so was the closure date of the Cheltenham section Tuesday 9th April, 1912? Was a final decision on this section delayed until after Easter, too late for the inclusion in the 1st May timetable?]

Analysis of the timetable shows that the Monday to Friday and Saturday summer services required 3 cars for the Sandringham section but only 2 were needed on Sunday whereas the Cheltenham end of the line required 1 car every day. Some of the trips would have been operated by multiple cars on busy days.

Page 118 states that additional cars

Destination	Total number of services from Sandringham		Total number of services to Sandringham		Su	M - Th	F	Sa	Su
	M - Th	F	Sa	Su					
Black Rk. Stables	20	22	24		16	20	22	24	16
Black Rock	18	20	20		15	20	22	24	13
Beaumaris	10	10	11		8	11	11	12	9
<u>Number of Cheltenham services each way</u>									
		M - F	Sa	Su					
		6	6	7					

will be run at weekends "to suit traffic". The tramway company appears to have owned 16 cars (Marshall-Wood, p. 29).

The local service to Black Rock was introduced in 1910 as a consequence of increased housing development in the area.

The apparent service inconsistencies may be explained if we remember that some trips may be operated as more than one division and that there must be some non-advertised placement journeys. It appears that, for example:

- the 6 49 am arrival at Black Rock Stables M - F eventually continues to Black Rock and forms the 7 47 am ex Black Rock
- the 7 25 pm Beaumaris to Sandringham M - F is either formed by the 7 00 pm arrival ex Cheltenham (which would have to be replaced at some stage - by a car returning from maintenance at the main depot, perhaps) or is the return of a second division of a trip from Sandringham
- the 8 43 pm arrival at Black Rock Sunday continues empty to Beaumaris (crossing at Haydons) to form the 9 02 pm to Sandringham
- there are many non-advertised workings between Black Rock Stables and Sandringham or Black Rock

Service frequencies were largely determined by the train service to Sandringham where roughly every second train connected with a tram. The Sunday morning tram service connected with the very limited train service provided at the time. Trains on the Frankston line were considerably less frequent than those to Sandringham so trams from Cheltenham ran less often. The absence of a morning peak service between Beaumaris and Cheltenham suggests that this section

was operated more for excursion traffic than regular travellers.

The timetable clearly shows trams crossing at Red Bluff at 5 47 pm Monday to Friday but a less obvious cross occurs there at 7 48 pm Sunday. Crossing loops were apparently quite close (in order to cater for very busy public holiday traffic) and other loops with scheduled crosses but not shown in the timetable were just north of Black Rock (7 10 pm M - F) and between Red Bluff and Black Rock Stables (9 30 pm Sun).

The route of the tramway was such that the line ran along the cliff tops when next to Port Phillip Bay and on reasonably flat areas when inland. Consequently, grades were not significant. This resulted in the running times being the same in both directions. Each of the timed sections between Sandringham and Beaumaris averaged 9 minutes for an average journey time of 36 minutes either way but the Cheltenham section varied between 15 & 18 minutes Monday to Friday with 16 minutes being the norm on weekends.

The VR timetable gives much more information about the tramway than just the tram service as many details about tickets and fares are included in the publication, so much detail that it reads as though it's the coaching rates book! The timetables appear on pages 116, 116A, 117 & 118. However, somewhat illogically, the additional information is found on pages 118, 173 & 178 rather than all together.

The importance of excursion traffic is very clear as round trip tickets (rail - tram - rail) and the availability of special cars are discussed. It is helpful to know that "The Great Southern Hotel is now open at Beaumaris, where Refreshments of all kinds can be had, and Picnic Parties catered

for. Beaumaris Hall and Paddock for Picnics can be engaged."

The names used in the Sandringham tables are at variance with current spellings:

- Black Rock appears as Black-rock throughout
- the present intersection of Haydens Road and Beach Road would probably be the location shown as Haydons

Somewhat inconsistently, Black Rock appears as one word in the fare information on page 118 but as two words in the fare information on pages 173 & 178.

A comparison of the 1897 services in Bradshaw's Guide to Victoria with the 1911-1912 summer service is instructive as it clearly shows the importance of excursion traffic.

As in 1911, commuters were not provided with a morning service from Beaumaris to Cheltenham (or in the evening in winter either).

Closure of the Beaumaris to Cheltenham section is mentioned above and the Sandringham section lingered on until 28th April 1914 (Atkinson, p. 113) by which time the track and cars were life-expired and the service was down to its legal minimum of 2 trips daily (Marshall-Wood, p. 29).

1. Flinders Street, Princes Bridge and Spencer Street were collectively known as the Metropolitan Stations.

Atkinson, H. K. (1991) Suburban Tickets of the Victorian Railways, privately published, Melbourne

Marshall-Wood, L. (1966) The Brighton Electric Line, Traction Publications, Canberra, 3rd ed.

1st May 1897

	Sandringham to Beaumaris	Beaumaris to Sandringham	Beaumaris and Cheltenham
Monday to Friday	3	3	2
Saturday	4	4	3
Sunday	4	3 + 1 ex Black Rock	2

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GLEN IRIS LINE—Melbourne (via Burnley) to Darling.—SUNDAYS.

STATIONS.	Thro.	FARES.								
						Single.		Return.		
		1st.		2nd.		1st.	2nd.	1st.	2nd.	
FLINDERS-STREET <i>d</i>	p m	p m	p m	p m	p m	p m	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Richmond ..	12 50	2 55	4 50	6 50	8 50	10 10	0 3	0 2	0 4½	0 3
East Richmond ..	12 54	2 59	4 54	6 54	8 54	10 14	0 3	0 2	0 4½	0 3
BURNLEY ..	12 56	3 1	4 56	6 56	8 56	10 16	0 3	0 2	0 4½	0 3
Heyington ..	1 3	3 10	5 1	7 1	9 1	10 21	0 3	0 2	0 4½	0 3
Kooyong ..	1 6	3 14	5 5	7 5	9 5	10 25	0 3½	0 2½	0 5	0 4
Tooronga ..	1 9	3 20	5 11	7 11	9 11	10 31	0 5½	0 4½	0 8½	0 7
Glen Iris ..	1 13	3 24	5 15	7 15	9 15	10 35	0 5½	0 4½	0 8½	0 7
DARLING ..	1 16	3 27	5 18	7 18	9 18	10 38	0 6	0 5	0 9	0 7½
	1 19	3 30	5 21	7 21	9 21	10 41	0 6½	0 5½	0 10	0 8

GLEN IRIS LINE—Darling (via Burnley) to Melbourne.—SUNDAYS.

STATIONS.	Thro.	FARES.								
						Single.		Return.		
		1st.		2nd.		1st.	2nd.	1st.	2nd.	
DARLING <i>d</i>	a m	p m	p m	p m	p m	p m	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Glen Iris ..	10 11	2 35	3 56	6 9	8 27	9 26	0 2	0 1	0 3	0 2
Gardiner ..	10 14	2 38	3 59	6 12	8 30	9 29	0 3	0 2	0 4½	0 3
Tooronga ..	10 17	2 41	4 2	6 15	8 33	9 32	0 3	0 2	0 4½	0 3
Kooyong ..	10 20	2 44	4 5	6 18	8 36	9 35	0 3	0 2	0 4½	0 3
Heyington ..	10 23	2 47	4 8	6 21	8 39	9 38	0 3	0 2	0 4½	0 3
BURNLEY ..	10 26	2 50	4 11	6 24	8 42	9 41	0 3	0 2	0 4½	0 3
East Richmond ..	10 30	2 54	4 15	6 28	8 46	9 45	0 4½	0 3½	0 7	0 5½
Richmond ..	10 32	3 0	4 20	6 33	8 52	9 48	0 5	0 4	0 7½	0 6
FLINDERS-STREET <i>a</i>	10 34	3 3	4 25	6 38	8 57	9 53	0 5½	0 4½	0 8½	0 7
	10 38	3 7	4 29	6 42	9 1	9 57	0 6½	0 5½	0 10	0 8

(c) Passengers change trains at Burnley.

BEAUMARIS (Horse) TRAMWAY COMPANY LIMITED.

IN CONJUNCTION WITH VICTORIAN RAILWAYS.

Flinders-street to Sandringham and Beaumaris—Week Days, Saturdays excepted.

	a m	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m
Melbourne (Flinders-street) <i>d</i>	5 50	6 25	7 12	7 57	8 38	10 0	11 0	12 0	1 0	1 40	2 40	2 40
Sandringham ..	6 29	7 4	7 51	8 36	9 17	10 39	11 39	12 39	1 39	2 19	3 19	3 19
Blackrock Stables ..	6 49	7 9	8 5	8 42	9 22	10 45	11 45	12 44	1 44	2 24	3 25	3 25
Blackrock ..	7 18	8 13	8 50	9 32	10 54	11 54	12 53	1 53	2 33	3 34	3 34	3 34
Haydens ..	7 37	8 32	9 14	9 51	11 12	12 14	1 2	2 2	2 42	3 44	3 44	3 44
Beaumaris ..	7 47	8 42	9 24	10 0	11 22	12 23	1 2	2 20	3 0	4 3	4 3	4 3

	p m	p m	p m	p m	p m	p m	p m	p m	p m	Fris. only.	Fris. only.
Melbourne (Flinders-street) <i>d</i>	3 42	4 16	5 0	5 16	5 58	6 13	6 42	7 22	8 20	9 33	10 20
Sandringham ..	4 21	4 55	5 39	5 50	6 37	6 52	7 21	8 1	8 59	10 12	10 59
Blackrock Stables ..	4 26	5 0	5 43	5 55	6 41	6 57	7 26	8 6	9 4	10 17	11 4
Blackrock ..	5 47	6 3	6 48	7 6	7 35	8 15	9 13	10 25	11 12	11 12	11 12
Haydens ..	6 11	6 58	7 10	7 44	8 24	9 22	10 34	11 20	11 20	11 20	11 20
Beaumaris ..	6 18	7 52	8 1	8 1	8 1	8 1	8 1	8 1	8 1	8 1	8 1

Special Note.—As particulars of the Winter Service for Beaumaris Tramway Line were not available when this Book went to press, passengers are requested to refer to the Company's Sheet Time Table exhibited at Metropolitan and Suburban Stations for the correct times. The Time Table appearing herein was issued by the Tramway Company on 1st December, 1911.

116A

Beaumaris to Sandringham and Flinders-street—Week Days, Saturdays excepted.

		a m	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m
Beaumaris	d	..	..	..	8 5	..	10 5	..	12 5	..	1 45	2 42	
Haydons .. ..	..	..	..	..	8 14	..	10 15	..	12 14	..	1 54	2 51	
Blackrock .. ..	..	6 20	6 45	7 47	8 23	9 0	10 24	11 25	12 23	1 22	2 2	3 0	
Blackrock Stables .. ..	..	6 28	6 53	7 55	8 32	9 8	10 33	11 34	12 32	1 31	2 11	3 9	
Sandringham	a	6 36	7 2	8 3	8 40	9 16	10 42	11 42	12 41	1 4	2 19	3 18	
.. .. train	d	6 42	7 8	8 9	8 47	9 22	10 52	11 52	12 47	1 47	2 24	3 24	
Melbourne (Flinders-street)	a	7 20	7 46	8 47	9 21	10 0	11 30	12 30	1 25	2 25	3 2	4 2	

		p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	Fri. only	Fri. only
Beaumaris	d	3 45	4 24	..	5 15	..	6 20	..	7 25	8 25	..	..	..
Haydons .. ..	..	3 54	4 33	..	5 24	..	6 30	..	7 35	8 34	..	..	..
Blackrock .. ..	..	4 2	4 42	5 22	5 33	6 20	6 39	7 7	7 44	8 43	9 55	10 40	
Blackrock Stables .. ..	..	4 11	4 50	5 31	5 42	6 29	6 43	7 16	7 53	8 52	10 4	10 49	
Red Bluff .. ..	..	..	..	..	5 47	..	..	..	..	..	..	..
Sandringham	a	4 19	4 58	5 40	5 51	6 38	6 56	7 24	8 2	9 1	10 13	10 58	
.. .. train	d	4 25	5 12	5 45	5 56	6 44	7 0	7 32	8 12	9 12	10 20	11 5	
Melbourne (Flinders-street)	a	5 3	5 50	6 23	6 34	7 22	7 38	8 10	8 50	9 50	10 58	11 43	

Flinders-street to Sandringham and Beaumaris—Saturdays.

		a m	a m	a m	a m	a m	a m	a m	a m	a m	noon	p m	p m	p m	p m
Melbourne (Flinders-street)	d	6 50	6 25	7 12	7 57	8 38	..	10 0	..	11 0	12 0	12 28	12 58	1 20	
Sandringham	a	6 29	7 4	7 51	8 36	9 17	..	10 39	..	11 39	12 39	1 2	1 37	1 59	
.. .. train	d	6 40	7 9	8 5	8 42	9 22	..	10 45	..	11 45	12 44	1 7	1 43	2 4	
Blackrock Stables .. ..	..	6 49	7 18	8 13	8 50	9 32	..	10 54	..	11 54	12 53	1 16	1 52	2 12	
Blackrock .. ..	..	..	7 27	..	8 58	9 42	..	11 3	..	12 3	1 2	1 25	2 1	2 20	
Haydons .. ..	..	..	7 37	..	..	9 51	..	11 12	..	12 12	..	..	2 10	..	
Beaumaris	a	..	7 47	..	..	10 0	..	11 21	..	12 21	..	..	2 20	..	

		p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Melbourne (Flinders-street)	d	2 0	2 40	3 25	4 40	5 25	5 45	6 15	7 21	8 20	9 33	11 40	10 20	11 0
Sandringham	a	2 39	3 19	4 4	5 19	6 4	6 24	6 54	8 0	8 59	10 12	12 19	10 59	11 39
.. .. train	d	2 44	3 25	4 9	5 24	6 8	6 29	7 0	8 5	9 3	10 17	12 24	11 4	11 44
Blackrock Stables .. ..	..	2 52	3 34	4 18	5 33	6 16	6 37	7 8	8 14	9 12	10 25	12 32	11 12	11 52
Blackrock .. ..	..	3 0	3 43	4 27	5 42	..	6 45	..	8 23	9 21	10 34	12 40	11 20	12 0
Haydons .. ..	..	3 8	3 52	4 35	5 51	..	6 55	..	..	9 29	..	..	..	..
Beaumaris	a	3 16	4 2	4 44	6 0	..	7 5	..	..	9 37	..	..	..	..

Beaumaris to Sandringham and Flinders-street—Saturdays.

		a m	a m	a m	a m	a m	a m	a m	a m	p m	p m	p m	p m
Beaumaris	d	..	..	..	8 5	..	10 5	..	12 3	12 25	..	..	..
Haydons .. ..	..	..	..	..	8 14	..	10 14	..	12 12	12 35	..	..	..
Blackrock .. ..	..	6 20	6 45	7 47	8 23	9 0	10 22	11 25	12 21	12 44	1 7	1 43	
Blackrock Stables .. ..	..	6 28	6 53	7 55	8 32	9 8	10 31	11 34	12 30	12 53	1 16	1 52	
Sandringham	a	6 36	7 2	8 3	8 40	9 16	10 40	11 42	12 38	1 1	1 26	2 0	
.. .. train	d	6 42	7 8	8 9	8 47	9 22	10 52	11 58	12 43	1 7	1 47	2 10	
Melbourne (Flinders-street)	a	7 20	7 46	8 47	9 21	10 0	11 30	12 30	1 21	1 45	2 25	2 48	

		p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	a m
Beaumaris	d	..	2 40	3 25	4 46	5 24	..	6 17	7 25	8 25	9 40	..	..
Haydons .. ..	..	..	2 50	3 34	4 55	5 33	..	6 27	7 34	8 34	9 48	..	..
Blackrock .. ..	..	2 25	3 0	3 43	5 3	5 42	6 7	6 37	7 43	8 43	9 58	10 40	11 23
Blackrock Stables .. ..	..	2 33	3 10	3 53	5 12	5 51	6 16	6 46	7 52	8 52	10 5	10 49	11 31
Sandringham	a	2 41	3 20	4 3	5 21	6 0	6 24	6 54	8 19	1 10	14 10	58	11 39
.. .. train	d	2 48	3 28	4 36	5 30	6 9	6 29	7 0	8 12	9 12	10 20	11 5	11 45
Melbourne (Flinders-street)	a	3 26	4 6	5 14	6 8	6 47	7 7	7 38	8 50	9 50	10 58	11 43	12 23

Special Note.—As particulars of the Winter Service for Beaumaris Tramway Line were not available when this Book went to press, passengers are requested to refer to the Company's Sheet Time Table exhibited at Metropolitan and Suburban Stations for the correct times. The Time Table appearing herein was issued by the Tramway Company on 1st December, 1911.

Flinders-street to Sandringham and Beaumaris—Sundays.

	a m	a m	m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Melbourne (Flinders-st.) d	9 10	10 30	10 49	1 15	1 40	2 0	2 42	3 2	4 0	5 0	6 0	7	7 20	7 40	8 40	9 0
Sandringham .. a	9 49	11 9	11 28	1 54	2 19	2 39	3 21	3 41	4 39	5 39	6 39	7 39	7 59	8 19	9 19	9 39
.. tram d	9 55	11 14	11 33	1 59	2 24	2 44	3 26	3 46	4 45	5 44	6 44	7 44	8 4	8 25	9 24	9 44
Blackrock Stables ..	10 3	11 23	11 41	2 8	2 32	2 52	3 34	3 55	4 54	5 52	6 52	7 51	8 12	8 34	9 33	9 53
Blackrock .. a	10 11	11 32	11 49	2 17	2 40	3 0	3 42	4 4	5 4	6 0	7 0	8 0	8 20	8 43	..	10 2
Haydons ..	10 20	..	11 53	..	2 49	..	3 51	4 14	5 14	6 8	..	..	8 29	..	..	..
Beaumaris .. a	10 29	..	12 7	..	2 58	..	4 0	4 24	5 23	6 16	..	..	8 36	..	..	..

Beaumaris to Sandringham and Flinders-street—Sundays.

	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	
Beaumaris .. d	..	..	10 50	1 5	..	..	..	3 5	4 5	5 5	6 0	..	..	7 15	..	..	8 40	9 2
Haydons ..	..	..	11 0	1 14	..	..	..	3 15	4 14	5 14	6 8	..	..	7 24	..	..	8 49	9 11
Blackrock ..	..	..	11 10	1 23	..	2 23	3 5	3 25	4 24	5 23	6 18	7 20	..	7 33	..	8 5	8 58	9 20
Blackrock Stables d	9 40	11 0	11 20	1 32	2 10	2 32	3 13	3 34	4 33	5 32	6 27	7 29	..	7 42	..	8 14	9 7	9 29
Sandringham .. a	9 50	11 9	11 29	1 41	2 19	2 41	3 22	3 42	4 42	5 41	6 36	7 38	..	7 51	..	8 23	9 16	9 38
.. train d	10 9	..	12 30	1 47	2 34	2 50	3 34	3 54	4 55	5 52	6 43	7 44	..	7 57	..	8 30	9 25	9 41
Melb. (Flinders-st) a	10 47	..	1 8	2 25	3 12	3 28	4 12	4 32	5 33	6 30	7 21	8 22	..	8 35	..	9 8	10 3	10 22

Flinders-street to Cheltenham and Beaumaris—Week Days, Saturdays excepted.

	a m	p m	p m	p m	p m	p m
Melbourne (Flinders-street) d	10 0	12 20	2 30	3 50	5 9	5 52
Cheltenham .. a	10 48	1 8	3 18	4 38	5 41	6 40
.. tram d	10 52	1 12	3 23	4 43	5 46	6 44
Beaumaris .. a	11 7	1 30	3 40	5 0	6 1	7 0

Beaumaris to Cheltenham and Flinders-street—Week Days, Saturdays excepted.

	a m	p m	p m	p m	p m	p m
Beaumaris .. d	10 30	12 45	3 5	4 22	5 28	6 24
Cheltenham .. a	10 48	1 3	3 21	4 40	5 44	6 42
.. train d	11 17	1 9	3 38	5 17	6 16	6 47
Melbourne (Flinders-street) a	12 4	1 56	4 25	6 4	7 2	7 34

Flinders-street to Cheltenham and Beaumaris—Saturdays.

	a m	p m	p m	p m	p m	p m
Melbourne (Flinders-street) d	10 30	1 19	2 30	3 50	5 9	6 20
Cheltenham .. a	11 18	2 5	3 18	4 38	5 41	7 6
.. tram d	11 22	2 9	3 22	4 42	5 46	7 11
Beaumaris .. a	11 38	2 25	3 38	4 58	6 2	7 37

Beaumaris to Cheltenham and Flinders-street—Saturdays.

	a m	p m	p m	p m	p m	p m
Beaumaris .. d	10 55	1 32	2 49	4 22	5 25	6 50
Cheltenham .. a	11 13	1 48	3 5	4 40	5 42	7 7
.. train d	11 17	1 52	3 9	5 18	6 16	7 27
Melbourne (Flinders-street) a	12 4	2 37	3 56	6 5	7 2	8 14

Special Note.—As particulars of the Winter Service for Beaumaris Tramway Line were not available when this Book went to press, passengers are requested to refer to the Company's Sheet Time Table exhibited at Metropolitan and Suburban Stations for the correct times. The Time Table appearing herein was issued by the Tramway Company on 1st December, 1911.

Flinders-street to Cheltenham and Beaumaris—Sundays.

		a m	p m	p m	p m	p m	p m	p m
Melbourne (Flinders-street)	d	10 58	12 55	2 10	3 0	4 0	6 0	7 12
Cheltenham	s	11 44	1 43	2 58	3 48	4 48	6 48	8 0
"	train d	11 48	1 47	3 1	3 52	4 52	6 52	8 20
		p m						
Beaumaris	a	12 4	2 3	3 16	4 8	5 8	7 8	8 30

Beaumaris to Cheltenham and Flinders-street—Sundays.

		a m	p m	p m	p m	p m	p m	p m
Beaumaris	d	11 0	1 30	2 36	3 16	4 32	6 18	8 0
Cheltenham	a	11 40	1 46	2 52	3 31	4 48	6 34	8 18
"	train d	12 33	1 55	2 57	3 34	4 57	6 39	8 22
Melbourne (Flinders-street)	a	1 20	2 42	3 42	4 21	5 42	7 26	9 18

This Time-table is liable to alteration at any time. Every endeavour will, however, be made to keep to the times; but they are not guaranteed.

HORSE TRAMWAY IN CONJUNCTION WITH VICTORIAN RAILWAYS.—SEE ALSO PAGES 173 AND 178.

DAILY CIRCULAR TICKETS can be purchased at Flinders-street and all Railway Booking Offices on the Brighton and Sandringham lines; also at Cheltenham, and all intermediate stations; and from Conductors on Trams. Flinders-street to Sandringham by Rail, thence Tramway to Cheltenham, thence Railway to Flinders-street, and vice versa, or the Round Trip from point of purchase. The journey may be broken. First Class, 2s. each; Second Class, 1s. 9d.; Children under 14, half fare; under 3 (in arms), free.

FARES ON TRAMWAY.—Sandringham and Blackrock, 3d.; Blackrock and Beaumaris, 3d.; Beaumaris and Cheltenham, 3d.; Tram Tickets, 2s. 6d. per dozen. Children under 14 years of age half fare, under 3 years (in arms) free. On Saturdays and Sundays extra cars will be run to suit traffic. All passengers change cars at Beaumaris.

The Great Southern Hotel is now open at Beaumaris, where Refreshments of all kinds can be had, and Picnic Parties catered for. Beaumaris Hall and Paddock for Picnics can be engaged.

SPECIAL CARS will be run at any time, holidays excepted, to suit parties of not less than 30 Circular Ticket-holders without extra charge, on notice being given to the Manager. Charges of 6d. Beaumaris to Sandringham, and 3d. Beaumaris to Cheltenham will be made for each passenger short of 30.

SPECIAL SINGLE HORSE CARS for hire at any time. Beaumaris to Sandringham, 7s. 6d.; Beaumaris to Cheltenham, 5s., load not to exceed 15 persons. 6d. and 3d. will be charged for each person over number allowed.

WAGGONETTE for hire, 3s. per hour. If for one hour only (or under), 6s. will be charged. All communications to be addressed to

Registered Offices of Tramway Company,
Equitable Building, Collins-street, Melbourne,
Care of T. Moore and Sons.

H. Y. MILNER,
Secretary and Manager,
Blackrock, near Sandringham.

DOWN—Oakleigh Suburban Line, Week Days (Saturdays excepted).

	1st Class.		2nd Class.		e	e	e	e	e	Wonthaggi train.	e	e	e	e	e	
	Stng.	Ret.	Stng.	Ret.												
	s. d.	s. d.	s. d.	s. d.												
Flinders-street	d	..	..	..	5 27	5 40	6 0	6 15	6 22	6 30	6 50	6 55	7 0	7 5	7 10	7 15
Richmond	..	0 8	0 4	0 2	5 27	5 44	6 4	6 19	6 26	6 35	6 4	6 59	7 4	7 9	7 14	7 19
South Yarra	..	0 8	0 4	0 2	0 8	5 33	5 48	6 8	6 23	6 30	6 39	6 8	7 8	7 8	7 13	7 23
Hawkesburn	..	0 8	0 4	0 2	0 8	5 36	5 51	6 11	6 26	6 33	7 1	7 6	7 11	7 16	7 21	7 26
Toorak	..	0 4	0 6	0 8	0 4	5 40	5 55	6 15	6 30	6 37	7 5	7 10	7 15	7 20	7 25	7 30
Armadale	..	0 5	0 7	0 4	0 6	5 42	5 57	6 17	6 32	6 39	7 7	7 12	7 17	7 22	7 27	7 32
Malvern	..	0 5	0 8	0 4	0 7	5 45	6 0	6 20	6 35	6 42	7 10	7 15	7 20	7 25	7 30	7 35
Caulfield	..	0 8	0 9	0 5	0 7	5 48	6 3	6 23	6 38	6 45	7 13	7 18	7 23	7 28	7 33	7 38
Carnegie	..	0 7	0 10	0 6	0 8	..	..	..	..	6 49	7 17	..	7 27	..	7 42	..
Murrumbeena	..	0 7	0 10	0 8	0 8	..	..	..	..	6 51	7 19	..	7 29	..	7 44	..
Oakleigh	..	0 8	1 0	0 8	0 9	..	..	..	..	6 55	7 23	..	7 33	..	7 48	..
Clayton	..	0 10	1 3	0 8	1 0	..	..	..	..	7 3	..	..	..	..	..	..
Spring Vale	..	1 0	1 7	0 9	1 2	..	..	..	..	7 13	..	..	..	..	..	..
Dandenong	..	1 8	1 11	0 11	1 5	..	..	..	..	7 23	..	..	..	..	..	..

e Workmen's train to Caulfield and Oakleigh.—* Does not stop to pick up or set down passengers.
‡ Picks up when required.

Special Note.—On certain Public Holidays, and on the occasions of Caulfield Guineas and Cup Race Meetings (1 October) the ordinary Time Table on Caulfield Line is suspended and trains are run to a Special Time Table which will be exhibited at all stations concerned.

SUBURBAN FARES—*continued.*

BEAUMARIS TRAMWAY.—THROUGH ORDINARY TICKETS.

(See also page 178.)

MELBOURNE, SANDRINGHAM, AND CHELTENHAM—ROUND TRIP.—Tickets will be issued for the journey from Melbourne to Sandringham, thence by the Beaumaris Tramway to Cheltenham, and thence by rail to Flinders-street, or *vice versa*, at 2s. each First Class, and 1s. 9d. each Second Class. Tickets are also issued at the same fares for this round trip at the following stations, viz.:—Richmond to Brighton Beach inclusive, and Hawksburn to Highett inclusive. Tickets are available on day of issue only.

Periodical Tickets are also issued for this journey at the following fares:—

	First Class.								
Monthly	£1 11 0
Quarterly	3 19 6
Half-yearly	7 3 4
Yearly	13 11 3

Children under 14 years of age, half-fare. Youths, females in business, and scholars' Periodical Tickets will be issued at the departmental scale of reduced fares on the usual conditions.

BLACK ROCK.—Return Tickets will be issued from Spencer-street and Flinders-street stations to Black Rock by rail, *via* Sandringham, and thence by the Beaumaris Tramway, at 1s. 5d. First Class, and 1s. 3d. Second Class. Similar tickets will be issued from all stations, Richmond to Brighton Beach inclusive, at 4d. additional on the ordinary First and Second Class return fares to Sandringham. Return Tickets will be issued from all stations, Richmond to Highett inclusive, to Black Rock, *via* Cheltenham, at 8d. additional on the ordinary First and Second Class return fares to Cheltenham.

Children under 14 years of age, half-fare.

Single and return tickets available on day of issue only.

BEAUMARIS.—Return tickets are issued from all stations, Richmond to Brighton Beach inclusive, to Beaumaris, by rail, *via* Sandringham, and thence by the Beaumaris Tramway, at 8d. additional on the ordinary First and Second Class return fares to Sandringham. Return Tickets are issued from all stations, Richmond to Highett inclusive, to Beaumaris by rail, *via* Cheltenham, thence by the Beaumaris Tramway, at 4d. additional on the ordinary First and Second Class return fares to Cheltenham.

Children under 14 years of age, half-fare.

Single and return tickets are available on day of issue only.

Excess fare tickets shall not be issued for any bookings in connexion with the Beaumaris Tramway.

For Train Time Table see pages 115-118.

“WILLIAMSTOWN” STEAMER.

The following tickets will be honoured on the steamer *Williamstown* for the journey between Williamstown and Port Melbourne:—

1. DAILY TICKETS.—(a) Return Tickets (including Workmen's Tickets) issued at Spencer-street or Flinders-street to Williamstown, either *via* Footscray or Port Melbourne and the Steamer *Williamstown* will be available for return by either route.

(b) Return Tickets issued at Spencer-street or Flinders-street to North Williamstown or Beach will be available for return either by rail, or *via* the Steamer *Williamstown* and Port Melbourne.

(c) Return Tickets issued between any station and Williamstown, the fares for which are calculated *via* Spencer-street, will be available for return either by rail, or *via* the Steamer *Williamstown* and Port Melbourne.

(d) Special Sea-side Excursion and Family Excursion Tickets issued at any suburban station to Williamstown will be available either by rail, or *via* the Steamer *Williamstown* and Port Melbourne, both going and returning.

(e) Return Tickets issued at Williamstown to Spencer-street, or any station the fares for which are calculated *via* Spencer-street, will be available for return either by rail, or *via* Port Melbourne and the Steamer *Williamstown*.

(f) Circular Tickets will be issued at all stations Montague to Port Melbourne, and North Melbourne to North Williamstown inclusive, *via* the Steamer *Williamstown*, thence to Melbourne and Port Melbourne by rail; also the reverse route. Fares—First Class, 1s.; Second Class, 9d.

(g) Combined rail and boat tickets will be issued at Flinders-street and on board the Steamer *Williamstown* for the journey between Flinders-street and Williamstown, *via* Port Melbourne only. Fares—First Class Single, 6d.; Second Class Single, 5d.; First Class Return, 9½d.; Second Class Return, 8d. These tickets are not available for the round journey.

2. PERIODICAL TICKETS.—(a) Periodical Tickets, including Weekly Workmen's Tickets, between Williamstown and Melbourne, by way of either Footscray or Port Melbourne, and Yearly and Half-yearly "All-Lines" Tickets, also Gold Passes issued to Members of the Executive Council, Members of Parliament and Railway Officials, will be available on the Steamer *Williamstown* between Williamstown and Port Melbourne.

(b) Periodical Tickets between Melbourne and Williamstown, *via* either Footscray or Port Melbourne will be available for break of journey at any intermediate station on both routes.

(c) Periodical Tickets between Melbourne and North Williamstown and Melbourne and Beach will be available either by rail or *via* Steamer *Williamstown* and Port Melbourne, but the journey cannot be broken on the Port Melbourne line.

(d) Periodical Tickets between any station and Williamstown, the fares for which are calculated *via* Spencer-street, will be available either by rail or *via* the Steamer *Williamstown*, and Port Melbourne.

(e) Combined Rail and Boat Monthly Tickets will be issued at Flinders-street and Williamstown for the journey between Flinders-street and Williamstown *via* Port Melbourne only. Fares:—First Class, 15s. 6d.; Second Class, 13s. These tickets must not be honoured on the Williamstown line for the round journey.

RACE MEETINGS AND AGRICULTURAL SHOWS.

The fares by special trains to Race Meetings and Agricultural Shows shall be as follow:—

	Miles.	First Class.		Second Class.	
		Single.	Return.	Single.	Return.
		s. d.	s. d.	s. d.	s. d.
Melbourne to Flemington Race-course	4	1 3	2 0	0 9	1 3
Children under 14	..	0 9	1 0	0 6	0 9
to "Royal Agricultural Society's Show Grounds"	..	0 6	0 9	0 3	0 6
to Williamstown Race-course	8½	1 3	2 0	0 9	1 3
Newport or Footscray to Williamstown Race-course	..	..	1 6	..	..

To race meetings other than the above, ordinary fares shall be charged.

SUBURBAN FARES—continued.

BEAUMARIS TRAMWAY—THROUGH EXCURSION TICKETS.

(See also page 173.)

SANDRINGHAM, BEAUMARIS, AND CHELTENHAM—ROUND TRIP.—On dates specially advertised, Spencer-street, Flinders-street, Richmond, South Yarra, Prahran, Windsor, Balaclava, Elsternwick, Brighton, Middle Brighton, Brighton Beach, Hawksburn, Toorak, Armadale, Malvern, and Caulfield stations will issue Excursion Tickets for the round trip by train and tram at 1s. 6d. each, irrespective of class.

Children under sixteen years of age half-fare.

The Tickets will be available on the day of issue only, and the rail journey cannot be broken.

BLACK ROCK AND BEAUMARIS.—On dates specially advertised, Spencer-street and Flinders-street and stations on the Suburban Lines within a radius of 10 miles of Melbourne will issue first class and second class Excursion Tickets to Black Rock and Beaumaris, *via* Sandringham, as under:—

From—	To Black Rock <i>via</i> Sandringham.		To Beaumaris <i>via</i> Sandringham.	
	1st Class.	2nd Class.	1st Class.	2nd Class.
	s. d.	s. d.	s. d.	s. d.
Spencer-street Flinders-street Richmond	.. 1 4	1 1	.. 1 8	1 5
Other Stations within a radius of 10 miles of Melbourne	.. 1 10	1 4	.. 2 2	1 8

Children under sixteen years of age will be charged half-fare.

The tickets will be available for the day of issue only, and the rail journey can be broken at Melbourne, but not elsewhere.

FAMILY EXCURSION TICKETS.—Family Card Tickets will be issued at all Suburban stations within a radius of 10 miles of Melbourne to Beaumaris, *via* Sandringham, at the undermentioned fares, by all trains after 10 a.m. on week days and all trains on Sundays:—First class, 5s.; Second class, 4s.

Each ticket entitles two adults and four children under sixteen years of age, or one adult and five children under sixteen years of age, to travel from the issuing station to Beaumaris.

The tickets will be available for one return journey on the day of issue only, and the journey may be broken at Melbourne, but not elsewhere.

First class tickets are coloured white, and second class yellow.

These tickets will be issued by the 9.24 a.m. Up train from Reservoir, and at Barker and Kew by the 9.51 a.m. Up train.

PICNIC EXCURSIONS.—Picnic parties of 30 and upwards may obtain tickets at the above fares and conditions on any day on making application to the General Passenger and Freight Agent, Melbourne, or to Mr. H. Milner, Secretary of the Beaumaris Tramway Company, Equitable Buildings, Collins-street. A written order shall be obtained and presented at the booking-office.

NOTE.—In cases where it would be cheaper for passengers to take out Ordinary Rail Tickets to Melbourne or other booking station, and to re-book at the combined fares from such station, these combined tickets shall be issued at the lesser sum so ascertained.

COMBINED RAIL AND BATH TICKETS ARE ISSUED AS UNDER.

(OPERATIVE THROUGHOUT THE YEAR.)

	1st Return.	2nd Return.
	s. d.	s. d.
Flinders-street to St. Kilda..	.. 0 9	.. ..
<i>Wednesday, Saturday, and Sunday Issues.*</i>		
Spencer-st. to Williamstown	.. ..	.. 9 9
North Melbourne ..	.. ..	.. 9 9
South Kensington ..	.. ..	.. 9 9
Footscray ..	.. 0 11½	.. 6 9

* On dates specially advertised.

Armchair train-watching

Voyeurs never had it so good. If you have a computer and a modem, you can spend all night train-watching. GEOFF LAMBERT whiles away the long hours of his night-shift scrutinising the diamond crossing at Rochelle in Illinois, and usually spots 40 trains. Here he analyses the traffic at this busy place.

Rochelle is an Illinois town, due west of Chicago, about half-way between that city and the Mississippi River. Here the transcontinental main line of the Union Pacific crosses that of the Burlington Northern—Santa Fe on a twin-track diamond.

UP's route was the main line of the Chicago & North Western until UP merged C&NW in 1995. Built by a C&NW affiliate, the rails reached Rochelle—then named Hickory Grove—on January 14, 1854. This later became known as part of “the Overland Route,” between Chicago and San Francisco. Today, the tracks are part of the Geneva Subdivision of UP's Illinois Division.

BNSF was created by the merger of Burlington Northern and Santa Fe in 1995. The line was part of the BN from 1970 to 1995, and before 1970 it was the Chicago, Burlington & Quincy, popularly known as “the Burlington”. Built in 1857, this portion of the Chicago-Twin Cities line, today it is the Aurora Subdivision of BNSF's Minnesota Division.

UP's traffic here is largely coal and “intermodal,” which is both double-stacked containers and truck trailers riding “piggyback” on flatcars. BNSF's traffic is mostly intermodal. Both roads also haul “vehicle” trains of trilevel autorack cars. Rochelle has not been served by regular passenger trains since the inception of Amtrak in 1971.

Rochelle is a train watcher's paradise. So much so in fact, that the Rochelle city council has recognised the value of attracting rubber-necking railfans and has established an official train-watching site, the Railroad

Park. A covered picnic pavilion features picnic tables, speakers carrying BNSF and UP radio transmissions, and an up-close, engineer's eye-level view of passing trains. A gift shop features books, magazines, videos, railroadians, film, snacks, and clean restrooms. Not only that, but the popular railfan magazine Trains has set up a Web-cam on the site and broadcasts a continuous series of snap-shots of the action over the Internet. (http://www.trains.com/webcams/rochelle_current.asp). The camera uses a motion detector to store images of the dozen most recent trains passing through the diamond, although it is easily fooled into snapping empty tracks and missing real trains.

The camera, only really produces usable images during the day-time, though you can see train lights passing all through the night. I am lucky enough, or unlucky enough,

to work at least one 36-hour shift at my job each week. I have a spare computer with an Ethernet connection in the lab and I keep it continuously tuned to the web-cam site. During the August and September, when these observations were made, it was daylight in Illinois for about 15 hours per day.

The first thing that should be said is that, while the area is extremely busy, it is nowhere near as busy as the hype on the Trains web-cam page would indicate. Instead of the quoted 120 trains per day, the maximum seems to be in the mid 90s. The traffic on the UP line is definitely more intense as the table below shows. On both lines the traffic is fairly balanced east-bound and west-bound, although there are periods where only trains in one direction are seen. Traffic shows two peaks around breakfast time and in mid-afternoon (see graph, page 15). Both tracks of both railroads are sig-

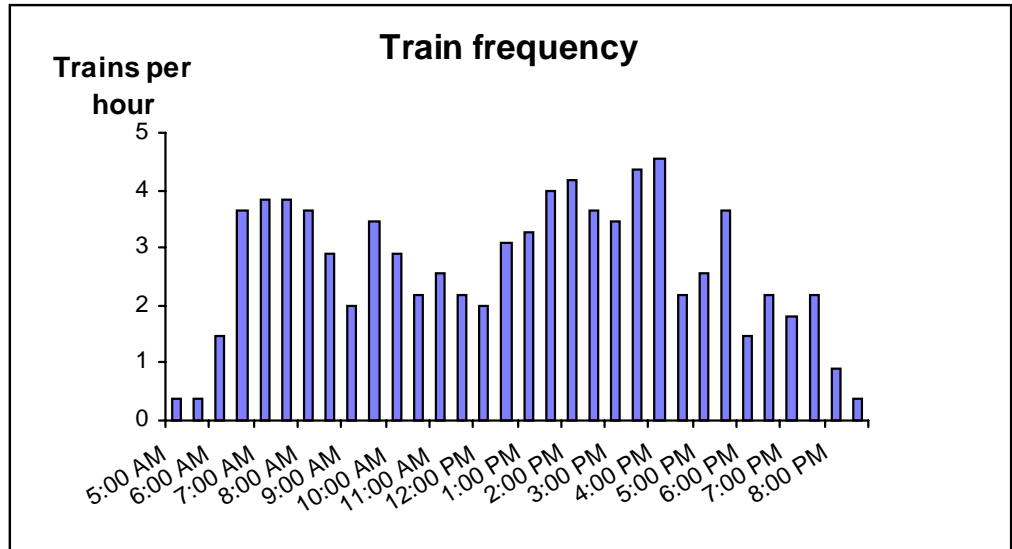
Average traffic at Rochelle Illinois		
Direction	Total number	
West (to Clinton, UP)	165	
East (to Aurora, BNSF)	82	
West (to Savanna), BNSF	71	
East (to Proviso, UP)	156	474
BNSF	152	
UP	319	
Amtrak	3	474
Elapsed time (average)	13:30 hours	
Trains per hour (average)	3.2	
Trains per Day (for whole day)	77	
No days observed	11	
Average observed/session	43	

nalled for bi-directional operation but, in general, traffic adheres to the North American convention of traffic taking the right hand track. There are periods, however, when this will reverse and during burst of intense activity both tracks may be used for traffic in the one direction. Occasionally, an Amtrak train will show up in the afternoon. This seems to be an out-of-course diversion. Twice, I have seen a local "switch trip" make the connection off the BNSF to pick up traffic from a siding on the UP, just out of view of the camera.

If the truth be told, web-cam train-watching at Rochelle becomes rather boring after a day or so. Apart from the little variety induced by inter-modal versus coal versus con-

tainer trains, the trains become like peas in a pod. One hopes for, but usually does not encounter, unusual movements, light engines or that elusive Amtrak train. Nevertheless, the continuous parade of trains brings home to an antip-

odean watcher the extreme density of traffic on American Railroads and the vastly larger scale of everything in general in that country.



The Ghosts in the Timetables (II)

Professor DEREK SCRAFTON writes to bring us up to date on the ghosts that still stir in the Manchester and Leeds Railway

Just a minor point on the cover page of The Times: by the 21st Century the M&L Railway was being operated as Northern Spirit, is now Arriva, and by next year, who knows (the worst case is Connex).

Your excellent article leaves the impression that the former M&L/L&Y route is the main line be-

tween Leeds and Manchester, rather than the former LNWR route via Huddersfield and Dewsbury, which now carries all the fast trains (Table 39; travel time c. 60 minutes). Trains on the L&M route (now Table 41) take around 90 minutes for the full journey, though few end-to-end trips are made - most of the business is local, e.g. Leeds-Bradford,

Bradford Halifax.

For many years until the 1960s there were expresses on the M&L: from Newcastle/York to Manchester/Liverpool via Normanton and Sowerby Bridge, plus those from Leeds/Bradford which, until the advent of DMUs, joined at Low Moor.

Thanks for enjoyable reading,



The Ghosts in the Timetables (I)

NEMO Q. WILLIAMS writes with the latest update on our ghost-line timetable discussed in the September issue.

Further to your article about New York's Harlem line in The Times No. 210, effective July 9 2000, the commuter train service was extended from Dover Plains to Wassaic, a journey time of eleven minutes, formed by a connecting ser-

vice from Brewster North, where four minutes are allowed for transfer from NYC Grand Central trains. During morning and evening peaks, Monday thru Friday, four trains run right through in each direction, as does one train,

Saturday Only. Through running suggests the Harlem Line trains are diesel powered, though I could be corrected, TTs not providing details about that.



Graphic Insight #73

By **CHRIS BROWBILL**

Graphic Insight this month commemorates the extension of electrification to Kiama by looking at the development of passenger train services on New South Wales' South Coast railway from Sydney to Wollongong, Kiama and Nowra (Bomaderry).

Data for the graph is taken from Public Timetables published as Follows: NSWGR 7/Dec/1930, 17/Oct/1965, PTC 16/Feb/1977, SRA 17/Nov/1983, CityRail 12/Jan/1992, Aug/1999 and 18/Nov/2001. The graph is a surface chart that plots three dimensions: Distance from Sydney along the right hand axis (the stations are listed), Time along the left hand axis (Year of publication of timetable), and Weekly Service frequency on the vertical axis. The number of Down trains timetabled through each section of track is charted for each timetable for each section of track. All passenger and mixed trains through the section are shown whether or not they stopped at any stations in that section. The section north of Helensburgh to Sydney is not shown. Each timetable is represented by a line running left to right, whilst each station is represented by a line running front to back over the surface of the graph. Areas of similar colour shading indicate points receiving similar service frequency.

You will notice that unlike most country railways, the busiest section is not at the end closest to Sydney - it is in fact around Wollongong which has a significant service of local trains, North to Thirroul and Coal Cliff, and South to Coniston then on the branch to Port Kembla. The busiest section in recent years has been Wollongong to Coniston, although in 1930, 1977 and 1983 Thirroul to Wollongong section was busier.

There has been a significant increase in train frequency over the years - particularly at the Southern end of the line, with the section beyond Kiama receiving only 22 trains per week in 1977 whereas now it gets almost 6 times that number. The timetable introduced in November this year also saw significant increases in services to Kiama and Nowra, but virtually no change north of Wollongong. It is interesting to observe that Nowra now receives as many trains as the Sydney to Wollongong route did in 1983 prior to electrification of that line.

