

# The Times

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**GENERAL INFORMATION**

**TIME TABLE**

**From 31st MAY, 1936,  
and until further Notice.**

**QUEENSLAND.**

	MILES
RAILWAYS OPEN FOR TRAFFIC	6,497
UNDER CONSTRUCTION	171
(TEMPORARILY SUSPENDED)	
AUTHORISED	1,130
PRIVATE RAILWAYS, 3' 6"	99
UNIFORM GAUGE 4' 8½"	69

**REFERENCE.**

RAILWAYS OPEN FOR TRAFFIC SHOWN THUS ————

RAILWAYS UNDER CONSTRUCTION SHOWN THUS - - - - -

RAILWAYS AUTHORISED SHOWN THUS = = = = =

**QUEENSLAND RAILWAYS**

PRICE 6D **THE QUEEN OF THE COMMONWEALTH** PRICE 6D

## 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>
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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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#### Editor's Note

\n last month's issue, this page (page 2) became distorted due to problems in the production process at the printers, for which we apologise. Readers wishing to have an intact replacement page (this would comprise pages 1/2 and 15/16 in A3 double-sided format), please contact The Editor at the address given above.

# Bad— even by Queensland standards

## VICTOR ISAACS laments a long wait at Townsville.

This timetable is taken from Queensland Railway's public timetable of 31 May 1936 and summarises the train service from Brisbane to Cairns and *vice versa*. It shows possibly the worst "through" service ever. It first glance it looks fine, but look again. Five services each week have stops in Towns-

ville varying from 30 to 110 minutes, That is quite good by traditional QR standards.

However, if one were to leave Brisbane on the Friday train, the stop in Townsville extends from 7.50 am Sunday until 8.20 am Monday! Similarly, the southbound service leaving Cairns on Saturday involves a

stop in Townsville from 5.10 pm Saturday until 7.0 pm Sunday! Was this reluctance to continue trains on Sundays due to deference to religious feeling or, more probably, a desire to save money?

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### THROUGH TRAIN SERVICES.

BRISBANE, TOWNSVILLE, CAIRNS, CLONCURRY, AND MOUNT ISA.

Height.	Miles from Brisbane.	Stations.	THE SUNSHINE EXPRESS.		Stations.		
			Su., Tu., Thu.	Mo. We. Fri.			
Ft. 39	..	<b>BRISBANE (CENTRAL)</b> dep	7 30 p.m.	7 30 p.m.	<b>MOUNT ISA</b> dep	..	Mon. 11 20 a.m.
18	396	Rockhampton arr	Mon., Wed., Fri. 11 35 a.m.	Tu., Th. 12 20 p.m.	<b>CLONCURRY</b> dep	..	4 55 p.m.
9	598	Ditto dep	*12 5 p.m.	Sat. *1 5	Julia Creek ..	..	9 5
		Mackay .. arr	*7 50	*8 55	Maxwelton ..	..	Tues. 12 5 a.m.
		Ditto .. dep	8 20	9 25	Richmond ..	..	1 40
			Wed., Fri., Sun.	12 35 a.m.	Hughenden arr	..	5 0
28	678	Proserpine .. dep	11 35 p.m.	12 35 a.m.	Ditto .. dep	..	5 20
			Tues., Thur., Sat.		Pentland .. dep	..	9 30
1	718	Bowen .. arr	1 5 a.m.	2 20 a.m.	Charters Towers arr	..	12 27 p.m.
		Ditto .. dep	1 30	2 30	Ditto .. dep	..	12 47
24	782	Ayr .. dep	4 40	5 45	<b>TOWNSVILLE</b> arr	..	4 10 p.m.
7	832	<b>TOWNSVILLE</b> arr	6 45 a.m.	7 50 a.m.			
			Tues., Thurs., Sat.	Mon., Wed., Fri.	<b>CAIRNS</b> .. dep	Th. Th. Sa. 7 0 a.m.	Mo. We. Fr. 10 0 a.m.
		Ditto .. dep	7 30 a.m.	8 20 a.m.	<b>TOWNSVILLE</b> arr	Sun., Tues. 5 10 p.m.	Mon., Wed., Thurs. 7 5 p.m.
5	1043	<b>CAIRNS</b> .. arr	4 50 p.m.	6 0 p.m.	Ditto .. dep	Thurs. 7 0 p.m.	8 0 p.m.
7	882	<b>TOWNSVILLE</b> dep	Mail, Sat. 11 0 a.m.	..	Ayr .. dep	9 15	10 20
948	886	Mingela ..	1 25	..	..	Mon., Wed., Tu., Th., Fri.	Sat. 1 30 a.m.
1004	914	Charters Towers arr	2 45 p.m.	..	Bowen .. arr	12 20 a.m.	1 45
		Ditto .. dep	3 5	..	Ditto .. dep	12 30	1 55 a.m.
1818	1013	Pentland .. dep	6 10	..	Proserpine arr	2 5	3 25
1072	1068	Hughenden arr	10 10	..	Ditto .. dep	2 15	3 25
		Ditto .. dep	10 30	..	Mackay .. arr	5 15	6 20
			Sun.	..	Ditto .. dep	*5 40	*6 45
696	1139	Richmond ..	2 5 a.m.	..	Rockhampton arr	*12 55 p.m.	*1 58 p.m.
553	1169	Maxwelton ..	3 30	..	Ditto .. dep	1 30	2 20
404	1230	Julia Creek dep	6 45	..	<b>BRISBANE (CENTRAL)</b> arr	Tu., Th. Sa. 6 30 a.m.	6 30 a.m.
693	1312	<b>CLONCURRY</b> arr	10 40	..			
1253	1435	<b>MOUNT ISA</b> arr	4 15 p.m.	..			

\* A Dining Car is attached to these trains between Rockhampton and Mackay.

### BRISBANE, ROCKHAMPTON, LONGREACH, WINTON, BLACKALL, AND YARAKA.

Height.	Miles from Brisbane	Stations.			Stations.		
			Mon. Wed. Fri.	Thur. and Sun.		Thurs.	Mon.
Ft. 39	..	<b>BRISBANE CENTRAL</b> .. dep	p.m. 7 30	p.m. 9 0	<b>YARAKA</b> .. .. . dep	a.m. 9 40	p.m. ..
			Tues. and Sat. a.m.	Fri. and Mon. a.m.	Blackall .. .. . dep	p.m. 3 50	4 5
			2 20	4 57	Jericho .. .. . arr	7 45	7 45
27	167	Maryborough .. .. dep	2 20	4 57			
31	217	Bundaberg .. .. . dep	4 45	7 15	<b>WINTON</b> .. .. . dep	a.m. 8 0	a.m. 8 0
18	396	Rockhampton .. .. arr	p.m. 12 20	p.m. 2 55	<b>LONGREACH</b> .. .. arr	2 25	2 25
18	396	Rockhampton .. .. dep	6 0	6 0	<b>LONGREACH</b> .. .. dep	13 0	13 0
			Wed. a.m.	Sat. a.m.	Jericho .. .. . arr	8 5	8 5
			1 18	1 18	Ditto .. .. . dep	8 15	8 15
581	562	Emerald .. .. . arr	1 18	1 18	Alpha .. .. . arr	p.m. 9 35	p.m. 9 35
1144	668	Ditto .. .. . dep	*7 17	*7 17	..	Fri. a.m.	Tues. a.m.
1140	703	Alpha .. .. . dep	8 36	8 36	Emerald .. .. . arr	3 10	3 10
		Jericho .. .. . dep	8 56	8 56	Ditto .. .. . dep	3 30	3 30
612	823	<b>LONGREACH</b> .. .. arr	p.m. 2 0	p.m. 2 0	Rockhampton .. .. arr	10 30	10 30
			Wed. p.m.	Sat. p.m.	..	Mon., We., Fri. a.m.	Tues. Sat. p.m.
612	823	<b>LONGREACH</b> .. .. dep	2 30	2 30	Rockhampton .. .. dep	p.m. 1 30	12 15
614	933	<b>WINTON</b> .. .. . arr	9 0	9 0	Bundaberg .. .. arr	9 0	7 40
			Wed. p.m.	Sat. p.m.	Maryborough .. .. arr	11 30	10 0
			12 50	1 10	<b>BRISBANE CENTRAL</b> arr	6 30	8 0
1140	703	Jericho .. .. . dep	9 0	9 30	..	a.m. Tues.	a.m. Wed.
929	774	Blackall .. .. . arr	8 5	..	..	Thurs. Sun.	..
702	871	<b>YARAKA</b> .. .. . arr	p.m. 8 5	p.m. ..	..	..	..

† A Dining Car is attached to these trains between Alpha and Longreach.

For other Services see Brisbane, Rockhampton, Townsville, and Cairns, pages 72 to 81; Cairns, Townsville, Rockhampton, and Brisbane, 82 to 81; Townsville and Cloncurry, 84 and 85; Cloncurry and Mount Isa, 124; Rockhampton, Longreach, and Winton, 82 and 83; and Blackall Branch, 119.

# A Day In The Life

DUNCAN MACAUSLAN recalls the peripatetic habits of a Sydney tram.

One of the features of the Sydney tram system was the interworking of cars on various routes, or lines, and another almost unique feature, for a system of its size, was the lack of route numbers (see Willson R, 'Route Numbers For

Sydney Trams (Circa 1917)' *The Times*, A.A.T.T.C., May & June 1999, Nos. 182 & 183).

As an example, let us follow the first car from Rozelle Depot as it works across all of the remaining Western lines in 1956. This is a

car roster which started on WTT No 185 of 17 December 1956 and does not indicate where crew changes occurred as no doubt there were a few. As no other indication is shown, this run would have been operated by an R or R1 class tram car. WTT 185 was a handwritten

No 185		Basmain - Lilyfield Lines															Mond		
Run No		320	334	320	394	330	324	319	331	329	324	330	321	317	334	328	320	331	33
Depot Jct. Rozelle	Dep	316	MO 351	-	-	425	ME 433	MO 516	545	439	-	446	5A	532	L	60	-	58	63
Rowntree St Jct.	"	-	-	327	42	-	-	-	-	-	-	444	-	-	-	-	-	54	-
Darling St. Jct.	"	-	-	330	45	-	-	-	-	-	-	447	-	-	-	-	-	51	-
Lilyfield.	"	-	-	-	-	-	-	-	-	-	-	-	458	-	-	-	-	-	520
White Bay Jct.	Arr	-	-	-	-	430	-	-	-	-	-	-	-	-	-	-	-	-	-
Ross Street	"	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-	-	-
	"	-	-	J	-	-	-	-	-	-	-	-	H	-	-	-	-	-	-
Christchurch Wharf	"	-	-	-	-	-	-	-	-	-	-	-	516	-	543	-	-	-	-
Orient Wharf	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	543
Fort Macquarie	"	-	-	A.1	-	459	-	MO L	434	-	54	518	-	-	-	534	53A	-	556
Fort Macquarie	Dep	-	-	428	-	L	-	48	439	-	57	532	-	-	-	534	536	-	556
Orient Wharf	"	-	-	-	-	-	-	MO	-	-	-	-	-	-	-	Y	Y	52A	-
Christchurch Wharf	"	-	-	-	-	-	-	-	-	-	-	-	519	-	548	-	-	-	-
	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ross Street	"	-	-	-	-	-	-	-	52	-	-	-	-	-	-	-	-	-	-
Lilyfield.	Arr	-	MO	-	-	-	-	-	5A	-	-	535	-	-	-	610	-	-	-
Darling St. Jct.	"	322	357	459	-	-	ME 439	523	-	543	-	-	554	62	608	-	619	632	6
Rowntree St. Jct.	"	325	40	52	-	-	ME 442	527	-	547	-	-	555	66	617	-	623	636	6
Depot Jct. Rozelle	"	-	-	-	-	411	433	-	56	-	G	-	-	-	-	-	-	-	-

1. Part of handwritten WTT 185 showing run 320's start of day in column 1, second trip in column 3 and third at the far right. J indicates 'Pick up passengers at Darling Street Junction from the 3.6 a.m. bus ex Ryde (Route 404) to Darling Street junction due 3.28 a.m. Tram conductor to receive transfer slip'. E is 'Show supplementary "Glebe Point" signs and on arrival at City Road Safety Zone, transfer passengers and relief slip into the 4.50 a.m. ex Jones Street Crossover to Glebe Point' Note the number of changes in the WTT.

2

## FORT MACQUARIE—BALMAIN POST OFFICE

(Rowntree Street Junction)

### TRAM SERVICE VIA FOREST LODGE

*For travel between the City and Birchgrove or Darling Street Wharf via Forest Lodge, change at Balmain Post Office to Route 441 (Birchgrove) or Route 445 (Darling Street Wharf) Bus.*

#### MONDAYS TO FRIDAYS.

##### TO BALMAIN POST OFFICE.

**FROM FORT MACQUARIE**—4.28, 5.7, C5.44, 5.56, 6.10, 6.18, 6.29, 6.38, 6.48, 6.58, 7.10, 7.18, 7.27, 7.39, 7.58 a.m., then at 14, 34 and 54 minutes past each hour to 3.14, 3.26, 3.36, 3.46, 3.56, 4.7, 4.16, 4.26, 4.34, 4.42, 4.48, 4.56, 5.3, 5.9, 5.17, 5.28, 5.36, 5.46, 5.59, 6.14, 6.23, 6.37, C6.58, 7.14, C7.31, 7.48, 8.21, 8.51, C9.23, 9.51, 10.3, 10.21, 10.33, C10.54, 11.5, 11.22, 11.38 p.m., 12.25, 1.0, 1.46 a.m.

**FROM MILLERS POINT**—7.49 a.m.

**FROM RAILWAY SQUARE WAITING ROOM**—4.44, 5.25, 5.44, 6.1, 6.14, 6.28, 6.36, 6.47, 6.56, 7.6, 7.16, 7.23, 7.28, 7.36, 7.45, 7.57, 8.6, 8.16, 8.32, 8.52 a.m., then at 12, 32 and 52 minutes past each hour to 3.32, 3.44, 3.54, 4.4, 4.14, 4.25, 4.34, 4.44, 4.52, 5.0, 5.6, 5.14, 5.21, 5.27, 5.35, 5.46, 5.54, 6.4, 6.17, 6.32, 6.41, 6.55, 7.15, 7.32, 7.48, 8.6, 8.37, 9.7, 9.38, 10.7, 10.19, 10.37, 10.49, 11.9, 11.21, 11.38, 11.54 p.m., 12.41, 1.14, 2.0 a.m.

**FROM ROZELLE DEPOT (ADDITIONAL)**—3.16, 3.51, 4.33, D5.9, 5.16, D5.30, 5.47, 6.6, 6.31 a.m.

##### TO FORT MACQUARIE (VIA FOREST LODGE).

**FROM DARLING STREET WHARF (ROUTE 445 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)**—4.37, H4.54, G5.14, 5.35, 5.50, 6.10, 6.30, H6.40, 6.50, 7.0, 7.10, H7.21, 7.30, H7.35, 7.40, H7.46, 7.50, H8.1, 8.10, 8.20, 8.30, H8.35, 8.40, H8.46, 8.50, H9.1, 9.10, H9.21, 9.30, H9.41, 9.50, H10.1, 10.10, 10.30, 10.50 a.m., then at 10, 30 and 50 minutes past each hour to 2.50, H3.1, 3.10, H3.21, 3.30, H3.41, 3.50, H4.4, H4.8, 4.10, H4.16, H4.21, H4.26, 4.30, H4.36, 4.40, H4.46, 4.50, 5.0, 5.10, 5.20, H5.26, 5.30, 5.40, 5.55, 6.0, 6.10, 6.20, 6.30, 6.50, 7.10, H7.21, 7.30, 7.50, 8.10, 8.39, 9.9, H9.40, 10.9, 10.39, 11.9, 11.39 p.m., 12.10, B1.11, A1.43, 2.29, 3.20 a.m.

**FROM BIRCHGROVE (ROUTE 441 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)**—5.37, 6.0, 6.14, 6.34, 6.45, 6.59, 7.19, 7.38, 8.0, 8.18, 8.39, 9.10, 9.32, 9.52 a.m., then at 12, 32 and 52 minutes past each hour to 7.52, 8.14, 8.42 p.m., then every 30 minutes to 11.42 p.m., 12.6 a.m.

For Explanatory Notes see page 8.

2. Shows the first run of Run 320 under the heading **FROM ROZELLE DEPOT (ADDITIONAL)**. Note the dual name of Rowntree Street Junction and the more public Balmain Post Office. On another page, Darling Street Junction is shown as Rozelle Junction.

document with many alterations indicating the rapid changes as the large system was run down towards bus replacement.

Run 320 left the depot junction, having already reversed from the depot entry road, at 03:16 for

Rowntree Street Junction, Balmain, arriving 03:25. The crew had 2 minutes to reverse and depart for Fort Macquarie, picking up passengers at Darling Street Junction (also known as Rozelle Junction) with the inbound 404

bus due at 03:28. The tram conductor was instructed to receive a transfer slip from the bus conductor. After arriving at Fort Macquarie at 04:01 there was a 27 minute rest before departing for Rowntree Street Junction at 04:28, on the way showing supplementary 'Glebe Point' signs and connecting at City Road Safety Zone with the 04:49 tram which started at Jones Street Crossover for Glebe Point and this time the run 320 conductor had to provide a 'relief slip'.

Again only 2 minutes were allowed to turn around before departing at 05:04 for Orient Wharf (Circular Quay) where only one minute turnaround was allowed before returning to Rowntree Street Junction at 05:44, arriving there at 06:23. The next inbound trip departed at 06:30 arriving Fort Macquarie at 07:10.

This time on leaving Fort Macquarie at 07:13 the destination was Lilyfield, still on the same WTT but branching off the Balmain line at Epping Junction, arriving at the Catherine Street overbridge above the present Light Rail terminal at 07:49. Run 320 departed again for Fort Macquarie at 07:54, arriving at 08:30. Four minutes later it was heading back to Rowntree Street arriving there at 09:16. After waiting for the buses from Darling Street Wharf (445) and Birchgrove (441) the car departed at 09:20, arriving Fort Macquarie at 10:02.

The next run was back to Lilyfield, departing at 10:07 and arriving at 10:43, returning from there at 10:59, getting to Fort Macquarie at 11:35.

The next trip saw a change to the Leichhardt WTT, no 175, dated 17 December 1956. Departing at 11:38 run 320 arrived at Leichhardt at 12:22. Leichhardt terminal was in Darling Street, at Cecily Street, about 750 metres west from Rozelle Junction on the Balmain line. Returning from Leichhardt at 12:34 run 320 arrived at Fort Macquarie at 13:23.

T.T. NO. 175		FORT MACQUARIE - LEICHHARDT - HABERFIELD										MONDAYS TO FRIDAYS		Page 8
RUN NO.		322	332	345	317	320	342	346	335	333	331	338	341	
Depot Junction Rozelle	Dep	B	.	B	.	B	.	B	.	B	.	B	.	
LEICHHARDT	Dep	.	.	.	10.54	.	.	.	11.14	.	.	.	11.34	
Marion Street Junction	Dep	.	10.55	.	11.3	.	11.15	.	11.23	.	11.35	.	11.43	
Ross Street	Dep	.	11.5	.	11.13	.	11.25	.	11.33	.	11.45	.	11.53	
Argyle Street	Arr	.	.	11.24	.	.	.	11.14	.	.	.	12.4	.	
FORT MACQUARIE	Arr	11.15	11.30	.	11.38	11.35	11.50	.	11.58	11.55	12.10	.	12.18	
FORT MACQUARIE	Dep	11.18	11.34	.	11.43	11.38	11.54	.	12.3	11.58	12.14	.	12.23	
Argyle Street	Dep	.	.	11.34	.	.	11.54	.	.	.	.	12.14	.	
Ross Street	Dep	11.43	.	11.65	.	12.3	.	12.15	.	12.23	.	12.35	.	
Marion Street Junction	Arr	11.53	.	12.5	.	12.15	.	12.25	.	12.33	.	12.45	.	
LEICHHARDT	Arr	12.2	.	.	.	12.22	.	.	.	12.42	.	.	.	
Depot Junction Rozelle	Arr	.	B	.	G	.	B	.	G	.	B	.	G	

**3 Shows run 320 coming off the Balmain WTT – symbol B – and running to Marion Street Junction.**

Changing to its third WTT for the day the next run was on the Glebe Point Line, WTT 209, again dated 17 December 1956. Run 320 departed at 13:23 arriving Glebe Point at 13:53, turning around by 13:56 to arrive back at Fort Macquarie at 14:26.

The next run was a short working on the Leichhardt line departing Fort Macquarie at 14:28 for Marion Street Junction where the remnant of the Abbotsford line branch began, arriving there at 15:03, the same time as a car on run 314 passed on its way to town. The car sat there for 12 minutes before heading back to Fort Macquarie at 15:15, arriving at 15:50. At 15:57 run 320 departed for Haberfield which was only operated at peak hours, buses on then

routes 452 (five Dock) and 453 (Abbotsford) operating all day. The car arrived at Haberfield at 16:38, departing again at 16:42.

The trip arrived at Fort Macquarie at 17:23 and after running around the depot left again at 17:27 this time heading back to Leichhardt arriving there at 18:11. At 18:23 run 320 headed back to Fort Macquarie arriving at 19:07, leaving 4 minutes later, again for Leichhardt arriving at 19:55.

This was the last trip for the day and instead of reversing at Cecily Street the car continued to Rozelle Junction where it crossed Victoria Road, reversed at the cross-over and turned left into Victoria Road and used the Bal-

main Line to get back to Rozelle Depot Junction at 20:05, where it had to reverse again to access the depot.

Thus in the 16 hours and 40 minutes run 320 had been on the road it visited five of the six remaining terminals on the 'Red' lines, missing only Millers Point, and crossed three working timetables to do so. During this time probably four crews had operated the car but the WTTs don't give any clues to where or when the changes occurred.

Such a variety of work was also apparent for many other lines with Newtown cars operating to Glebe Point and Leichhardt lines as well as the normal 'Green' lines.

RUN NO.		316	341	327	305	321	317	325	322	335	306	320
Depot Junction Rozelle	dep	.	L	.	.	L	.	.	L	.	.	L
GLEBE POINT	dep	11.46	.	11.56	12.6	.	12.16	12.26	.	12.36	12.46	.
Millers Point	arr	12.15	.	.	12.35	.	.	12.55	.	.	1.15	.
FORT MACQUARIE	arr	.	12.18	12.26	.	12.38	12.46	.	12.58	1.6	.	1.18
FORT MACQUARIE	dep	.	12.23	12.32	.	12.43	12.52	.	1.3	1.12	.	1.23
Millers Point	dep	12.21	.	.	12.41	.	.	1.1	.	.	1.21	.
GLEBE POINT	arr	.	12.53	1.2	.	1.15	1.22	.	1.33	1.42	.	1.53
Depot Junction Rozelle	arr	.	.	.	B	.	.	B	.	.	B	.
Depot Junction Dowling St.	arr	.	.	.	.	.	.	.	.	.	.	.

**4 In far right shows run 320 coming off the Leichhardt WTT to do a trip to Glebe Point.**

# Burnley & East Richmond in the days of Melbourne suburban steam—a timetable in a most unusual format.

*AATTC Auctioneer ALBERT ISAACS opened up a box from the Ted Downs timetable collection— and found the following peculiar timetable staring back at him.*

So! You want to see a T.T. in a completely different format do you? Well, let's have a look at Burnley and E. Richmond Time Table December to March, 1906.

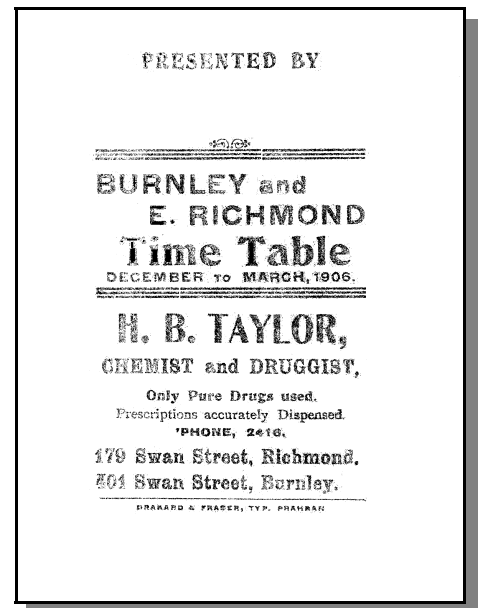
The copy of the T.T. that is being reviewed is actually being sold in the Australian Association of Timetable Collectors' Auction No-17, which is currently being conducted at the time of publication of this edition of The Times. Bids for the auction must be in the hands of the auctioneer by 26<sup>th</sup> April 2002.

The cover date of the T.T. should alert us to the fact that this is an amateur production - what does *December to March, 1906* mean? Was the T.T. issued to commence in December 1905 or December 1906? I suspect the former but I can't be sure. However, a quick perusal of this 68 x 106 mm, 28 page (including covers, upper right) publication, replete with 26 advertisements, certainly suggests that the real reason for it being issued was to sell advertising space. The pamphlet was published by Drakard & Fraser, TYP, of Prahran.

There are 12 railway tables, one for each hour from *11 o'clock, to 12 o'clock*. A glance at the Illustration (right, *10 o'clock*) shows the typical format. Times for the Monday-Friday, Saturday and then Sunday services appear sequentially down the page. One will see that the headings for each of these is actually different—the Monday-Friday table doesn't have a heading, the word 'Trains' is included as part of the Saturday heading but not on that for Sunday.

However, the most unusual feature

of the table is that the 10:00am and 10:00pm times appear together on the *10 o'clock* table and this quaint feature is a constant on all tables. Because of this, Illustration 3 (*11 o'clock*, top of next page) shows no times at all on Sunday - there are no morning trains because this is Divine Service time and in 1905-1907, there were certainly no trains; and evening rail services had actually stopped by this time. Illustration 4 (*12 o'clock*, next page, lower) shows plenty of afternoon trains in both directions on Monday-Friday and on Saturday with a few Sunday afternoon Downs starting to run towards the end of the hour, although there were still no Sunday Ups; the early morning service shows the last of the Ups on Monday-Friday and Saturday but no Downs. Illustration 5 (next page, lower, *12 o'clock*)



shows only afternoon trains and, as one would expect, nothing was running in the pre-dawn hours.

The T.T. gives starting times for each journey but no arrival times. Further, although the cover states that it is a T.T. for both Burnley

## East Richmond Agency.

House and Estate Agent.

Also Local Agent for  
Imperial Fire Insurance.

Guarantee Funds, £11,000,000.

All Descriptions of Rubber Stamps.  
Typewriting executed.

.....

596 CHURCH STREET,  
EAST RICHMOND.

W. SOUTHERN, MANAGER.

18

**10 o'clock.**

Burnley to Melbourne.		Melbourne to Burnley.	
a.m.	p.m.	a.m.	p.m.
10 3	10 23	10 5	10 5
10 23	10 53	10 30	10 25
10 45		10 50	10 45
Trains Saturdays			
10 3	10 23	10 5	10 5
10 23	10 53	10 30	10 25
10 45		10 50	10 45
Sundays—			
10 26	10 3	10 43	10 5
10 31	10 13		10 10
10 36	10 31		10 15
	10 39		
	10 43		

East Richmond 2 minutes later.

---

**J. B. MACKIE,**  
Hatter & Uniform Cap-maker,  
Hosier, Mercer, &c.

OPPOSITE TOWN HALL,  
RICHMOND

19

**Tramway**  
**Coffee Palace.**

387 BRIDGE ROAD,  
RICHMOND.

**MRS. EDMONDS,**  
Proprietress.

Good Accommodation for  
Country Visitors.

**Good Meals.      Good Beds.**

OUR MOTTO—  
CLEANLINESS, CIVILITY and ATTENTION

Trams Pass the Door.

20

**11 o'clock.**

Burnley to Melbourne.		Melbourne to Burnley.	
a.m.	p.m.	a.m.	p.m.
11 7	11 13	11 13	11 5
11 29	11 23	11 35	11 27
11 51	11 43	11 57	11 55
Trains on Saturdays			
11 7	11 13	11 13	11 5
11 29	11 23	11 35	11 20
11 51	11 37	11 35	11 35
	11 43		11 55

Sundays—Nil.  
East Richmond 2 minutes later.

---

**E. S. McMILLAN,**  
Cash and Family Butcher  
242 Lennox st., RICHMOND

Cleanliness, Civility, and Attention  
to business to warrant your patronage  
and recommendation.  
A Trial solicited.  
Families waited on for Orders.  
Cooling Chamber on premises.

21

covered. Illustration 4 (below) shows a listing of first and last cars on the Richmond cable tram service. Because of the frequency of cable cars in Melbourne, the listing of first and last cars was the nearest to a public T.T. that was ever published or indeed needed. This table appeared on the left-hand page which was usually reserved for advertisements. This table would have complemented the advertisements for businesses along Bridge Rd., the route of the cable tram.

The intriguing Illustration 6 (bottom, next page) gives us some very sketchy information about busses (*sic*) between the corner of Toorak Rd and Chapel St and Richmond station. (Curiously, rail services from Richmond station are not covered although the publishers have sought and received advertisements from traders near this station.)

Graeme Cleak (who has helped with a lot of the historical background in this article) tells me that the bus service would have been a horse-drawn bus. If my earlier guess of December 1905

and East Richmond, the Up times are actually for Burnley only, with a note at the foot of each table: 'East Richmond 2 minutes later'. Obviously this note only applies to the Up times as Down times would be from Melbourne. Nevertheless, the note stretches over to the Down table, thus adding to the confusion.

Not only did the T.T. not give journey times but there is nothing to tell commuters that trains through both Burnley and East Richmond were served by steam trains on both the Kew and Camberwell lines, with some of the latter continuing to Box Hill or Ringwood and, a few times a day, even to the rural destinations of Upper Fern-tree Gully or Lilydale. Neither is there anything to tell us that Burnley was the change station for the shuttle service to Darling.

The word 'Melbourne' was used as the description of the Up terminus. In fact, services through Burnley and East Richmond would still have used Prince's Bridge station, although this situation was not to last much longer. The present Flinders Street station was in the process of being built and on 1st December 1907, Kew and Camberwell line services were to be transferred over to Platforms 4 & 5 at

Flinders Street.

The service itself is interesting in its inconsistency. (memory tables were unknown at this time.) Taking Illustration 5 (2 o'clock, top of next page) as an example, one sees eight Ups during this hour on Saturday, four on Sunday but only three on Monday-Friday.

Apart from the train tables advertised on the cover, other public transport in the region is also

**Guide for Richmond Tram.**

Colour of Car and Light—BLUE.

First Car leaves Richmond, 5.42 a.m.  
" " " Melbourne, 6.8 a.m.  
Last Car leaves Richmond, 11.4 p.m.  
" " " Melbourne, 11.30 p.m.

**Saturdays.**

On Saturday Nights Last Car leaves Richmond and Melbourne 30 mins. later.

**Sundays**

First Car leaves Richmond, 1.30 p.m.  
" " " Melbourne, 1.57 p.m.  
Last Car leaves Richmond, 10.4 p.m.  
" " " Melbourne, 10.30 p.m.

City Terminus—Spencer Street.

22

**12 o'clock.**

Burnley to Melbourne.		Melbourne to Burnley.	
a.m.	p.m.	a.m.	p.m.
12 5	12 13		12 20
	12 35		12 40
	12 57		
Trains Saturdays			
12 0	12 18		12 5
12 3	12 23		12 10
	12 39		12 20
	12 43		12 30
	12 53		12 35
	12 59		12 45
Sunday—Nil			12 40
East Richmond 2 minutes later.			

Why Go to Richmond ?

**W. C. HUNT,**  
**FAMILY GROCER,**  
**471 Swan-street, BURNLEY.**

TEA A SPECIALTY.

Terms CASH. Families waited on for Orders.  
Best Brats Butter and Eggs always on hand.

23



**Kennedy Bros.,**

---

Noted ..

**Cheap  
Cash Grocers,**

Corner  
**SWAN and CHARLES STS.,**

And Corner  
**Balmain and Cubitt Sts.,  
RICHMOND.**

+X+X+

Orders Called for and Delivered.

Noted for our BUTTER and EGGS.  
Red Lion Self-Raising Flour.  
Once Used Always Used.

2

**2 o'clock.**

Burnley to Melbourne.		Melbourne to Burnley.	
a.m.	p.m.	a.m.	p.m.
2.9	2.47	2.10	2.30
2.34		2.15	2.50
Trains Saturdays.			
2.3	2.33	2.5	2.45
2.13	2.39	2.10	2.50
2.19	2.43	2.25	
2.23	2.53	2.30	
Sundays - 2.6 .. 2.43 .....			
2.21		2.0	2.40
2.39		2.10	2.50
		2.20	2.55

East Richmond 2 minutes later

---

**ARCHER**

\* **Hairdresser and  
Chiropodist,**

**114 Bridge Rd, Richmond.**

Corns Extracted.  
In-growing Deformed Nails Successfully Treated.

3

**Busses**

---

On Week Days leave Corner of Toorak Road and Chapel Street, at 10.15 a.m. for Richmond, and leave Richmond at 10.30 a.m. for Chapel Street, and then every Half-hour until 2 p.m., and then every Quarter-hour

Last Bus leaves Chapel Street 10.15 p.m., and Richmond 10.30 p.m.

Saturdays, same as Week days

Sundays, every 10 minutes.

---

Transfers can be obtained for Prahran and Toorak.

24

for the publication of this T.T. is correct, the Victorian Railways' experimental steam bus service from the Prahran Town Hall to South Yarra station would have been running concurrently, as this service started on 1st December 1905 and ceased as early as June 1906. There were no known motor omnibus operations in Melbourne until tourist services started in 1910. The first recorded route service does not appear to have operated until after World War I.

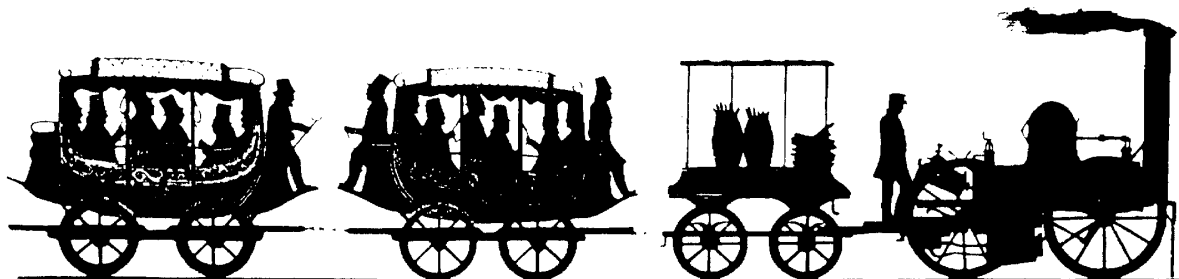
The route of the bus shown in the T.T. is unclear - it may have travelled along Church and Swan Sts or, alternatively, along Toorak and Punt Rds. Why did the first bus leave as late as 10.15 or 10.30am, thus completely ignoring the morning peak period? Surely Sunday services did not commence, as is

implied, at the same time as other days and run right through the Divine Service hour. Why was there a better service on Sundays than on any other day? One assumes that the transfers for Prahran and Toorak refer to ticketing arrangements and that one would walk from the bus terminus to either of these railway stations.

Was this Burnley and East Richmond T.T. a stand-alone publication, or did Drakard & Fraser publish a series of such pamphlets? Whatever the answer to this question may be, it is obvious by the amateurism of the production, that the transport information certainly took second-place to the selling of advertising space.

Actually, all of the information in this publication would also have

been available at any newsagent by investing 6d in a copy of Bradshaw's Guide to Victoria which was published monthly. Contemporary editions of Bradshaw's would have been of over 200 pages and, as well as containing full transport information for all of Victoria, would also have told residents of the municipality of Richmond all about their local councillors, the times that mail was collected from their local post offices and many, many pages of other useful (and useless) information that was not covered by the Burnley and E. Richmond Time Table. Whether the real publication date for this T.T. was December 1905 or December 1906, the V.R. themselves published new public T.T.s on both of those dates. On the other hand, the advantages of the Drakard & Fraser publication were that it was of a handy size for the pocket, wallet or handbag and that it appears to have been free of charge.



# Horse blankets and lickem ‘n’ stickems

**GEOFF LAMBERT** makes a brief review of timetables whose production numbered over 110,000 separate issues—the railroad Employee Time Tables of North America.

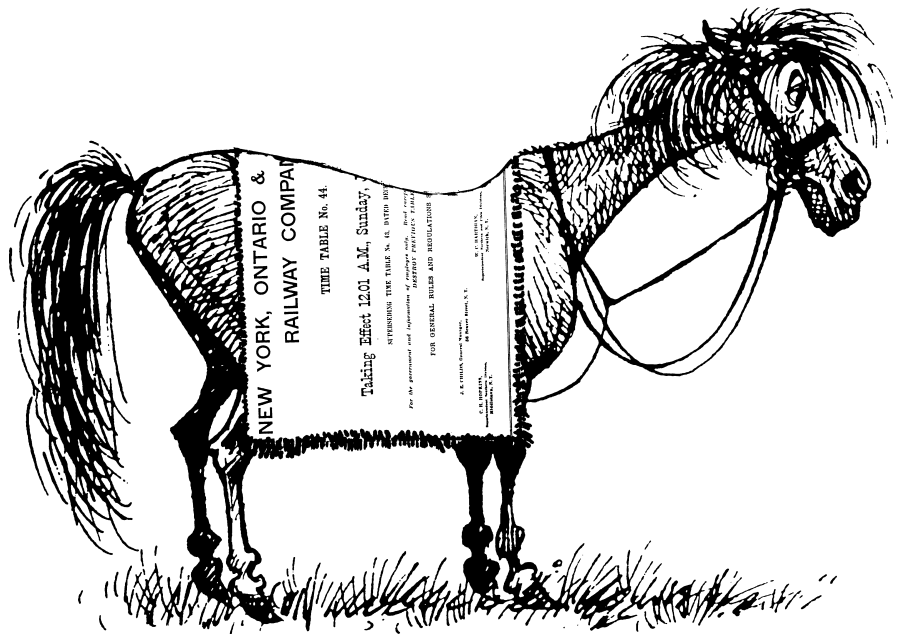
Outside North America people laugh at them—“timetables with no times!” and point at the peculiar numbering systems. Americans, on the other hand, are mystified as to why the employee timetables of the rest of the world are published *without* a sequence number.

As in the United Kingdom, railroad timetables designed specifically for employees seem to have appeared in the 1840s. The earliest I have heard of is an Erie Railroad ETT of 1841. This was a pen and ink timetable written out on half sheets of notepaper; a total of 9 copies were produced. Nine was a manageable number to write out in long-hand, but it wasn’t long before printed versions became more convenient.

Unsurprisingly, there is no surviving sample of these timetables, but examples from the 1850s do exist and we show two here, from the Reading and the Baltimore and Ohio Railroads. The Baltimore and Ohio timetable—the railroad designated it a *Time Book*—had a separate page for each train.

## Divisional structure

A railroad like the Baltimore and Ohio, of about 5,300 route miles, was the same length as the New South Wales Railways. It issued ETT volumes for as many as 43 separate areas (though never at any one point of its history), whereas the NSWGR found it necessary to issue them in no more than 6 volumes. This profligacy was due to the divisional structure of American railroads. At least partly originating in locomotive stamina, work practices and union rules, a Division was about 300 route miles of track for the standard railroad. This



**1. The Old & Weary—New York Ontario & Western—has become one of the fabled railroads of North America— fabled because it was old and decrepit and the first class 1 railroad to be abandoned. Like many railroads in the 19th century, it issued its ETTs in horse blanket style. Here, a Carstens’ reprint of the ETT of June 26th 1898 adorns an old and weary, non-iron, horse.**

**2. An early printed ETT, No. 1 of March 7, 1859, for the Chester Valley Railroad, in what is today, part of suburban Philadelphia. This line later became part of the Reading Railroad and today is part of the City-owned transit system.**

## CHESTER VALLEY RAIL ROAD. TIME TABLE NO. 1. COMMENCING MONDAY, MARCH 7, 1859.

UP TRAINS, WESTWARD.			STATIONS.	DOWN TRAINS, EASTWARD.		
FRIGHT. A. M.	PASS'GER. P. M.	Dis- tance.		Dis- tance.	PASS'GER. A. M.	FRIGHT. P. M.
No. 2.	No. 4.	—		—	No. 1.	No. 3.
8.30	4.30	0	BRIDGEPORT,	21½	8.15	3.30
8.50	4.38	2	Henderson's,	19½	8.08	2.55
8.58	4.41	3½	King of Prussia,	18	8.03	2.45
9.10	4.49	6	Centreville,	15½	7.58	2.35
9.22	4.58	8½	Howellville,	13	7.50	2.20
9.31	5.02	9½	Paoli Road.	12	7.45	2.12
9.38	—	10	Cedar Hollow,	11½	—	2.05
9.44	5.06	10½	Lee's,	11	7.38	2.00
9.52	5.10	11½	Valley Store,	10	7.33	1.50
10.03	5.15	13	Mill Lane,	9½	7.25	1.40
10.11	5.19	14	White Horse,	7½	7.22	1.30
10.30	5.28	16	Ship,	5½	7.15	1.20
10.44	5.33	18	Oakland,	3½	7.10	1.15
10.52	5.38	19½	Baldwin's,	2	7.08	1.08
11.00	5.45	21½	DOWNINGTOWN,	0	7.00	1.00

### GENERAL RULES.

1. Trains Nos. 2 and 4 will not leave Bridgeport until Trains Nos. 1 and 3 have arrived, or are heard from.
2. No other train will pass over the Road without the knowledge and written permit of the Agent at Bridgeport.
3. Passenger trains will not exceed the speed of 20 miles, and Freight trains 12 miles per hour.

might comprise about 150 miles of main line and 150 of branches, the former representing the distance a locomotive and crew could be expected to move a train along in a standard working day. A Division had its own staff and its own ETT, the details of the former generally appearing in the latter. Divisional ETTs were necessarily small for working timetables on a worldwide basis, especially when so few of them contained train timetables (see later). Ten to twenty pages was about the usual size.

The Division was often only the middle man in a hierarchy that ran *Region-Division-Subdivision* ('Sub'). Finicky railroads sometimes issued separate ETT volumes for their Subs or groups of Subs within a Division. Divisions grew in size after the middle of the twentieth century, when diesel replaced steam, when so-called featherbedding practices faded away and when mergers produced "super railroads". Thenceforth Regions came to issue their own ETTs, subsuming those of their component Divisions. Sometimes—even on big railroads like the Union Pacific—the ETT was issued in a *System* volume. Little railroads had no need of divisions, of course. A single System ETT was all they ever needed.

**Timetable numbering**

According to a definition of the

QUESTION.—I would like very much to secure opinion of the Committee on Operating Rules, American Railway Association, on following time-table example.

NEW TIME-TABLE EFFECTIVE 1:30 A.M., SUNDAY			
Old Westward 1st Class		New Westward 1st Class	
7		7	
Daily			
A L	10:00 P.M.	A L	2:00 A.M.
B	11:00 P.M.	B	3:00 A.M.
C	12:15 A.M.	C	4:15 A.M.
D	1:30 A.M.	D	5:30 A.M.
E	2:35 A.M.	E	6:35 A.M.
F	3:45 A.M.	F	7:45 A.M.
G	4:50 A.M.	G	8:50 A.M.
H A	6:00 A.M.	H A	10:00 A.M.

What becomes of train No. 7 of Saturday when the new time-table takes effect at 1:30 A.M., Sunday? If the schedule ceases to exist, please explain reasons why.

**4. Dear Abbey... A Superintendent puts a question about a vanishing train to the AAR's Agony Aunts. How would you have answered this timetable teaser?**

14 Express Train from				BALTIMORE to WHEELING. 1			
STATIONS.	M.	TIME.		STATIONS.	M.	TIME.	
Camden Station, . . .	5	05	P. M.	Piedmont, . . . leave,	206	1 25	A. M. P
Mt. Clare Junction, . . .	2	5	13	Frankville, . . .	214	1 51	T
Washington Junc., . . .	9	5	31	Swanton, . . . arrive,	220	2 11	
Ellicott's Mills, . . .	15	5	46	" . . . leave,	"	2 14	
Elysiville, . . .	20	5	58	Altamont, . . .	223	2 23	
Woodstock, . . .	23	6	"	Oakland, . . .	232	2 46	
Marriottsville, . . .	27	6	15	Craberry Summit, . . .	242	3 11	
Sykesville, . . .	31	6	27	Rodemer's Tunnel, . . .	246	3 23	
Gaither's Siding, . . .	33	6	31	Rowlesburg, . . . arr.	253	3 45	
Plane No. 1 W. S., . . .	40	6	47	" . . . leave,	"	3 50	
Mount Airy, . . .	43	6	55	Tunnelton, . . .	260	4 12	
Plane No. 4 E. H., . . .	45	7	01	Newburg, . . . arrive,	266	4 32	P
Monrovia, . . .	50	7	11	" . . . leave,	"	4 33	P
Jamsville, . . .	53	7	17	Thornton, . . .	2734	4 50	
Hartman's, . . .	54	7	19	Grafton, . . . arrive,	279	5 05	S
Monocacy, . . .	58	7	30	" . . . leave,	"	5 20	S
Buckeystown, . . .	62	7	38	Fetterman, . . .	281	5 25	T
Point of Rocks, . . .	69	7	52	Valley Falls, . . .	287	5 33	
Berlin, . . .	75	8	08	Texas, . . .	294	5 56	
Sandy Hook, . . .	80	8	20	Benton's Ferry, . . . arr.	297	6 03	
Harpers Ferry, . . .	81	8	24	" . . . leave,	"	6 07	
" . . . leave,	"	"	"	Fairmont, . . .	302	6 19	
Duffields, . . .	87	8	42	Farmingington, . . .	312	6 43	
Kearneysville, . . .	92	8	52	" . . . leave,	"	"	
Openona, . . .	98	9	04	Mannington, . . .	319	7 00	
Martinsburg, . . . arr.	100	9	05	" . . . leave,	"	7 00	
" . . . leave,	"	"	"	Glover's Gap T. S., . . .	326	7 17	
North Mountain, . . .	107	9	37	Burton, . . . arrive,	330	7 27	
Paxton's Cut, . . .	109	9	41	" . . . leave,	"	7 30	
Cherry Run, . . .	113	9	49	Littleton, . . . arrive,	337	7 48	
Sleepy Creek, . . .	117	9	57	" . . . leave,	"	7 48	
Hancock, . . .	122	10	07	Board Tree Tunnel, . . .	340	7 56	
Sir John's Run, . . .	128	10	19	Belton, . . .	344	8 10	
" . . . leave,	"	"	"	Cameron, . . . arrive,	351	8 27	T
Willitt's Run, . . .	133	10	32	" . . . leave,	"	8 30	T
Rockwell's Run, . . .	139	10	40	Easton's Siding, . . .	356	8 42	
No. 12 W. Sta. . . .	148	11	03	Rosey's Rock Siding, . . .	362	8 57	
" . . . leave,	"	"	"	Moundsville, . . . arrive,	368	9 12	
L. Cacapon Sid., . . .	156	11	20	" . . . leave,	"	9 14	
Green Spring Run, . . .	163	11	34	McMechen's Cut, . . .	373	9 25	
Patterson's Creek, . . .	170	11	51	Benwood, . . . arrive,	375	9 30	P
Cumberland, . . . arrive	178	12	10	" . . . leave,	"	9 45	P
" . . . leave,	"	"	"	Richie Town, . . .	378	10 00	
Brady's Mill, . . .	185	12	21	Wheeling, . . . arrive,	379	10 10	03
Rawlins' W. S., . . .	191	12	45				
Black Oak, . . .	194	12	52				
New Creek, . . .	201	1	07				
Piedmont, . . . arrive	206	1	20				

*(Detailed text from the image describing the table's annotations and instructions follows, including: "The time assigned to Marriottsville in all the tables in this book, it is intended to apply to the end of the double track, instead of the station, as heretofore.", "Should Express West be delayed, it must avoid Stock East and Tonnage West after 6:30 A. M. See Excep. No. 1, page 10.", "If delayed, avoid Tonnage Trains from Piedmont after 4:30 A. M. See Excep. No. 1, page 18.", "It will be observed, that except where it is otherwise stated, the time in the Tables is that at which the Trains may leave the several Stations—no obstructions existing to the contrary.")*

**3. The Baltimore & Ohio Railroad was one of the first American lines. Here is an 1858 ETT, showing a single train running 379 miles in some 17 hours. It looks like it meets or passes at least 16 trains on its journey. It was a busy line for its time.**

Association of American Railroads (AAR), adopted on April 12, 1899, a 'timetable' is : *The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.* The important word here is *authority*, because on many early American lines, trains ran according to the absolute authority of the timetable. The AAR Standard Code of Operating Rules, adopted by most lines, devoted rules 4 to 6 to the form and authority of timetables and these rules were modified perhaps more than any other.

The AAR had a permanent Operating Rules Committee and it ran a kind of Agony Aunt column for Superintendents, who could bombard it with real and hypothetical rules conundrums. No rules caused more confusion, nor attracted more questions to the

Aunts than Rules 4 and 5, which dealt with the primacy of the current timetable (see example, bottom left).

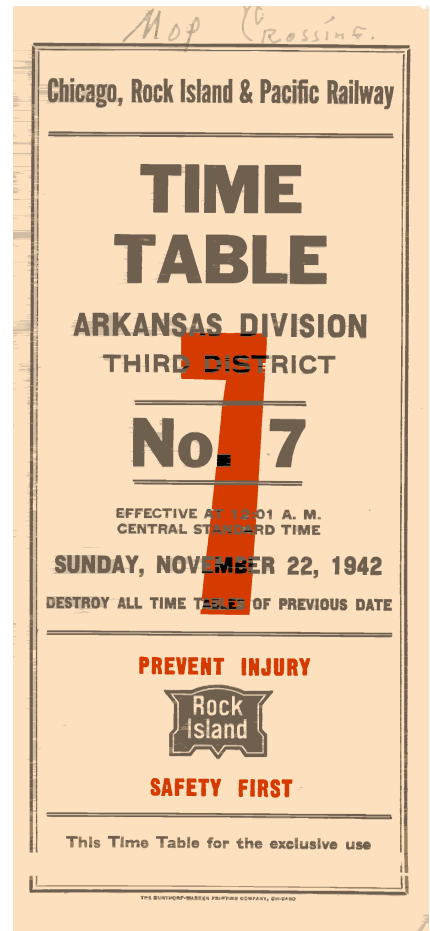
The timetable being the absolute authority for the movement of trains- almost like a train staff was on British-oriented railways- it was important to ensure that crews were all operating to the same one. It was this need which underlay the American practice of giving each fresh issue of the ETT a unique sequence number. To help ensure that trainmen knew they had the correctly-numbered timetable, the numbers were often overprinted on the covers and sometimes on each page in large type and a glaring colour (Fig 5).

Railroads tried to give their timetables logical number systems, but the definition of logical varied. Some roads- the New York Central was one- bent over backward

to issue all of their Divisional ETTs simultaneously and give them all the same number. In general a run of numbers might last anywhere from 50 to 200 ETTs—25 to 50 years worth, depending on the road. When the railroad was restructured the numbering might begin afresh. On some roads, most notably many of those in the South East, it began afresh each year. The Canadian Pacific and its subsidiary the Soo once attempted to give their timetables numbers in series that reflected the geographic locations of its Divisions— CP numbered its ETT in the 10, 20, 30, 40..... 90 series from east to west, rising up over time to 19, 29, 39, etc., before falling back and commencing the cycle again. The Soo had timetables numbered in the 500 series according to a similar scheme- Soo Eastern Division ETT 508 did not mean that a collector must needs collect 508 ETTs to complete his collection, but merely 8. These systems seem to have foundered and reverted to simpler ones. I suspect that some small railroads deliberately gave their ETTs similarly inflated numbers, in the same way and for the same reason that they gave their small locomotive fleet large numbers— to puff themselves up like lizards in the face of their competitors.

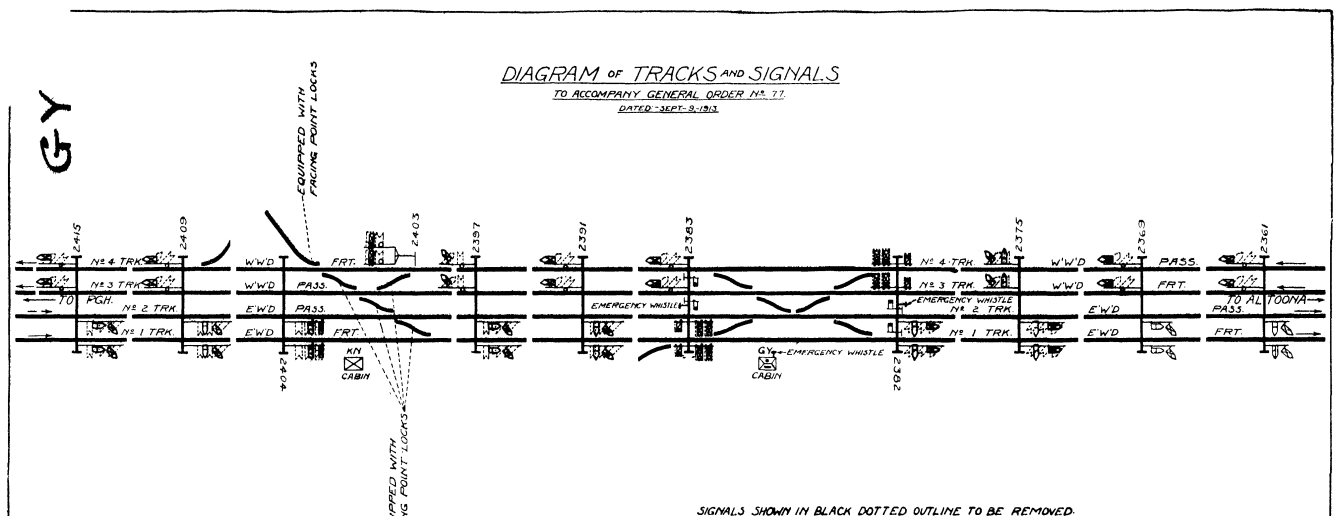
**Frequency of issue**

In the long run, American railroads issued 1 to 2 ETTs per division per year— more frequently early last century and less so at the end of the century. Like their British counterparts, the railroads tended to issue new ETTs when there were major changes to passenger schedules— and these changes were mostly seasonal with a summer season and an “rest of the year” season. April issues constitute 25% of all ETTs ever issued and September/October a further 29%. Naturally, the frequency varied for other reasons too. There were a number of ‘terminal railroads’- generally ones whose stock was held by a group of roads sharing a common city terminal. For such roads, the timetable changes could be fast and furious and the turnover of ETTs was high. ETTs for them could be issued on a weekly basis, sometimes even more frequently. In this case, the collector really is faced with the challenge of collecting hundreds of timetables to complete a collection. Several roads, among them Atchison Topeka and Santa Fe, Baltimore & Ohio, Canadian National, Chicago & North Western, Southern, Southern Pacific and Union Pacific all produced ap-



**5. Abundantly clear. This is timetable #7, right? Woe betide anyone who tried to operate trains according to an un-destroyed #6.**

proximately 3,000 ETTs in their lifetimes. Timetables were almost invariably (90% of the time) issued



**6. A “lickem ‘n’ stickem” General Order: an insert to the Pennsylvania Railroad’s 1913 Pittsburgh Division ETT showing signalling changes to be made at the famous Horseshoe Curve, near Altoona.**

SUBDIVISION 52 STATIONS Time Table No. 7 November 22, 1942				Main Line Eastward													
				Station Numbers	Capacity of Siding	Capacity of Other Tracks	Signs	FIRST CLASS						SECOND CLASS			
								602	52	112	42	50	606	726	994	992	728
UD.....	MEMPHIS, TENN.....	TO	# 0	450	RFWY	A.M. 6.45	A.M. 7.20	A.M. 8.40	A.M. 11.45	P.M. 7.30	P.M. 8.55	A.M. 4.25	A.M. 6.00	P.M. 4.00	P.M. 5.30		
	SL-SF Crossing.....																
	BRIDGE JCT., ARK.....		# 4			6.15	7.07	8.17	11.29	7.14	8.37	3.52	5.05	1.55	5.12		
BR.....	BRIARK.....	TO	# 4		RYd	6.13	7.05	8.14	11.27	7.11	8.35	3.50	5.00	1.50	5.09		
	WIMEF.....																
YD.....	HULBERT.....	TO	# 9	65	250	WYd	6.05	6.59	8.07	11.20	7.05	8.28	3.43	4.45	1.35	4.58	
	MOUNDS.....	P	# 13	115		6.00	6.54	8.00	11.12	7.00	8.21	3.37	4.35	1.22	4.50		
	PROCTOR.....	P	# 20	91	17	5.50	6.48	7.50	11.02	6.53	8.15	3.27	4.25	1.12	4.37		
Z.....	HETH.....	TO	# 27	100	50	W	5.41	6.41	7.41	11.02	6.44	8.06	3.15	4.14	1.00	4.23	
	BLACKFISH.....	P	# 32	53		5.33	6.35	7.34	10.42	6.36	7.59	3.05	4.05	12.50	4.12		
	WIDENER.....	P	# 38	88	20	5.25	6.29	7.26	11.03	6.28	7.51	2.55	3.55	12.40	3.59		
MA.....	MADISON.....	TO	# 41	55	81	5.22	6.25	7.22	11.02	6.24	7.48	2.51	3.51	12.35	3.55		
FC.....	FORREST CITY.....	TO	# 45	80	206	WYd	5.15	6.20	7.16	10.18	6.19	7.43	2.45	3.45	12.25	3.47	
	REDFERN.....	P	# 47	100		5.10	6.14	7.07	10.08	6.11	7.37	2.37	3.35	12.13	3.42		
	PALESTINE.....	P	# 52	90	30	5.06	6.10	7.03	11.00	6.07	7.33	2.30	3.29	12.07	3.34		
	GOODWIN.....	P	# 59	101	19	4.57	6.03	6.55	9.50	6.00	7.25	2.18	3.18	11.55	3.20		
WY.....	WHEATLEY.....	TO	# 64	97	36	4.51	5.58	6.49	9.43	5.54	7.20	2.10	3.10	11.45	3.08		
	COTTON BELT JCT.....				Yd	4.45	5.52	6.43	9.36	5.52	7.15	2.00			3.00		
	CRIP&P Crossing.....	UX															
B.....	BRINKLEY.....	TO	# 69	106	RFWYYd		5.50	6.40	9.34	5.43			2.55	11.25			
	EDEN.....	P	# 74	78	9	5.43	6.27	7.19	9.24	5.34			2.27	10.31			
BS.....	BISCOE.....	TO	# 83	90	43	5.35	6.19	7.13	9.13	5.27			2.15	10.15			
DV.....	DEVALS BLUFF.....	TO	# 86	86		5.30	6.14	7.06	9.06	5.22							
	MESA.....	P	# 88	98	47	5.27	6.11	7.01	9.01	5.19			2.03	9.51			
HA.....	HAZEN.....	TO	# 93	90	59	5.23	6.06	6.54	8.54	5.14			1.57	9.43			
	SCREETON.....	P	# 98	90	18	5.19	6.01	6.46	8.46	5.09			1.50	9.35			
NE.....	CARLISLE.....	TO	# 103	90	68	5.15	5.56	6.39	8.39	5.05			1.44	9.25			
KO.....	LONOKO.....	TO	# 111	98	137	5.07	5.47	6.28	8.28	4.58			1.30	9.05			
	METO.....	P	# 117	55		5.02	5.41	6.20	8.20	4.53			1.22	8.52			
	GALLOWAY.....	P	# 124	100	15	4.55	5.33	6.12	8.12	4.46			1.11	8.37			
	TIE PLANT.....	P	# 129	58		4.51	5.27	6.07	8.07	4.41			12.48	8.27			
	StLSW Crossing.....	UX	# 130														
	NORTH LITTLE ROCK.....	P	# 132	62	550	Yd	4.47	5.23	6.03	4.38			12.43	8.20			
UX.....	LITTLE ROCK.....	TO	# 133	38	260	RWYd	4.45	5.20	6.00	4.35			12.40	8.15			
JK.....	BIDDLE.....	TO	# 136	175	1130	RFWYYd							12.30	8.00			
	LEAVE.....					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	AVERAGE SPEED PER HOUR.....					33.3	51.4	39.9	35.4	45.6	41.1	28.3	24.6	16.9	27.4		
	SCHEDULE TIME.....					2.00	2.35	3.20	3.45	2.55	1.40	2.25	5.30	8.00	2.30		

SEE FOOT NOTES ON PAGE 1.

Local extra leaves Biddle 11:00 A. M. Monday, Wednesday and Friday for Mesa. Local extra leaves Mesa 6:00 P. M. daily, except Sunday for Brinkley.

Local extra leaves Brinkley 6:00 A. M. daily, except Sunday for Memphis.

7. *Mighty Fine Line*- an information-rich page from an Employee Timetable of the Rock Island Line- the Chicago, Rock Island and Pacific from November 22 1942. This is for Subdivision 52 of the Arkansas Division, Third District and shows the Main Line from Memphis to Little Rock. First Class (passenger) and Second Class (freight trains) both appear, other unmetabled trains must stay out of their way. Down the left hand edge are the codes for the block station and signal towers, 1- or 2-letters, usually based on the place name. The method of operation (CTC, Automatic Block, etc.) is shown next. Then come the stations themselves. Look at those names!- this could only be a U.S. timetable. Between the station names are the inter-station distances, to the right of the names are dispatchers' station codes (T.O. indicates Train Order, P stations have a train order telephone). There is more information in the next 4 columns, which show the station number and the capacity of running tracks and sidings and more station symbols (FW indicates Fuel & Water). Then the train times, of course, with the crossings of other trains shown in the usual fashion by insertion of their running numbers. The table also shows the average speed of each train and the time over the Sub.. The Choctaw Rocket flies along at over 51 mph, but the Gold Ball Freight rolls at a rather tarnished 16. Most of the action seems to be at night. The times on this page had to be read upward- this is an Eastward table. Westward trains, on another page, were read downward.

to take effect on a Sunday morning, when the railroad was at its quietest.

**Form**

One surmises that many of the early ETTs were produced in the form of large single sheets, probably as they were in many other places in the world. These could be monsters— with dimensions measured in multiples of feet rather than inches. When they evolved into book form, they tended at first to retain this size— it was common practice to print all of the trains, both Eastward and Westward on the one page, the station names in a column down the middle, train times reading down on the left-hand side and up on the right. Of necessity such timetables were very wide. It is these timetables— the *horse blankets*- that give us the title of this article. Timetables were generally folded down to a convenient carrying size— for instance to fit in the narrow bib pocket of an engine driver’s overalls. They did not wear well under this treatment and came to be printed in ever narrower format. Many were—and still are—printed on vaguely standard American paper sizes 11 inches high by 8.5 inches wide. Even these need to be folded, so many railroads ended up printing them in a format that didn’t have to be folded at all, about 9 inches by 4.5 inches. This is still a common format, but it does not lend itself to showing many trains on the one page. Since there are no longer any trains in the timetable, this doesn’t matter very much now.

**Why no times in the timetable?**

*All trains run extra* was the justification for that peculiarly American practice of having no train times in the ETT. Whereas American public timetables were what one would expect and like time tables everywhere else in that they displayed the schedules of trains, American ETTs did not. The current Burlington Northern Santa Fe ETT, in 21 sections, totalling more than 500 pages, has nary a train time in it.

It was not always thus. Fifty years ago (Fig 7), many roads published timetables with the times of First Class trains in them. One hundred years ago, trains of all classes would appear. Classes? Just as the ETT was the authority for the absolute scheduling of trains on early lines, so its classification system formed the basis for establish-

**THE PENNSYLVANIA RAILROAD  
EASTERN REGION**

Philadelphia, Pa., January 31, 1968.

**GENERAL ORDER No. 2343**

**Effective 12.01 A.M., Thursday, February 1, 1968**

**Applies in All Zones**

(a) ENTIRE REGION

Effective 12.01 A.M., Thursday, February 1, 1968, **The New York Central System** is merged into **The Pennsylvania Railroad**. The Corporate name of **The Pennsylvania Railroad** is changed to **The Pennsylvania New York Central Transportation Company** and is identified as **Penn Central** for the purpose of communications governing train and yard operation.

**The Pennsylvania Railroad Rules** for Conducting Transportation and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former **Pennsylvania Railroad**.

**The New York Central System Rules** of the Operating Department and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former **New York Central System**.

**COVERING MOVEMENTS TO AND FROM BOWIE  
RACE TRACK BRANCH**

**Effective Monday, February 12, 1968, between 11.59 A.M. and 1.30 P.M., and between 4.30 P.M. and 6.00 P.M. and continuing Daily except Sundays, and Friday, April 12, 1968, until Saturday, April 20, 1968.**

**Applies in Zone CB**

(b) MAIN LINE  
ARUNDEL

Arundel Storage track changed to Single Main Track extending southward from connection with No. 1 track, 425 feet north of Arundel to Bowie Race Track, a distance of 11520 feet, **NOT EQUIPPED FOR AC ELECTRICAL OPERATION**, in service as Bowie Race Track Branch.

**Rules 305 to 373** inclusive, except **Rule 317**, in effect. Special Instructions **1151-A1** and **1250-A1** (Chesapeake Div.), pages 251 and 360, changed.

(c) MAIN LINE  
BOWIE RACE TRACK BRANCH

TRACK temporary Block Station, without fixed signals, located 10028 feet south of connection with No. 1 track on Bowie Race Track Branch, in service by Train Order only.

Special Instruction **1104-C1** (Chesapeake Div.), page 242, changed.

(Page 1 of 3 Pages)

**8. A General Order— a rather significant one too. This is the last G.O. of the Pennsylvania Rail Road, signifying its transformation into the Penn Central. This particular G.O. comes from an Eastern Region PRR ETT supplement, part of a small volume of blank pages the same page size as those of the ETT and into which G.O.s were pasted in chronological order. The apparently left-handed owner has ticked off the hand-written changes he made in the ETT itself. His supplementary volume is larger than the entire ETT of many railroads.**

ing priorities of trains. The timetable might specify a superiority of train by Class and Direction. First Class trains— usually that meant passenger trains— were superior to trains of a lower class. Eastbound trains might be superior to westbound trains. The ETTs pecking order established what trains would wait for others at a siding and which ones would ‘go into the hole’- take the loop line. Passenger trains, which presented a timetable face to the outside world had one in the ETT, but freight trains often did not.

Over the years, regular freight trains disappeared and, with the passing of the passenger service into Amtrak hands, class 1 trains vanished also. All trains *ran extra*— as and when a load or a ‘path’ was available for them. I have discussed previously the (sometimes surprising) reluctance of American railroads to set down schedules for the trains they operate (*The Times*, July 2000). It seems to a cultural thing as much as anything else.

In the last half of the twentieth century, ETTs contained details of track and sidings, rules for particular places, locomotive loads and restrictions, speed restrictions and other operating details. A lot of these things appear in the Working Time Tables we know in this country. And, like here, vaguely similar material can also appear in supplements to the ETT, the *Special Instructions* book— the American equivalent to our WTT Appendices. Always, absolutely always, the ETT contained a list of management staff and a list of company surgeons, with their home phone numbers, to rouse them out of bed in the middle of the night to attend to some staff medical emergency.

### Maps

Many ETTs carried maps of the division served by the timetable or sometimes of the entire railroad. These greatly varied in the quality and detail. Those of the New York

Central were highly detailed, for instance, while those of others were very rudimentary. The maps available with the current BNSF ETTs show every single siding, station or ‘place’ on the railroad. U.S. railroad maps tended to follow a style characteristic of that country and exemplified by those produced by the Rand McNally Company. Often the maps in an ETT were produced by such companies. Very occasionally the maps might show geographical features that provided some sense as to why the railroads followed the routes they did. A review of ETT maps has appeared in the NAOTC’s *The Timetable Collector* for Fall 2000.

### Lickem ‘n’ Stickems

**General Orders** (Fig 8) are ETT updates. These are published periodically, on an as-needed basis, and act as a summary of the Bulletin Orders (when used; see below) since the last General Order.

When ETTs were published in paperback book form, General Orders were printed on gum-backed paper, like postage stamps. Sections were torn apart and pasted into the ETT, covering the page or portion of a page that was superseded. A summary of the changes with each General Order was often provided and would be pasted into empty pages in the back of the ETT. These inserts were referred to colloquially as *Lickem ‘n’ Stickems* (Fig 6).

On occasion, the General Order instructed that a portion of the ETT was to be modified in ink. These were usually very simple, minor modifications or corrections, or else were wholesale removals of information, such as the annulment of a train.

**Bulletin Orders** Bulletin Orders are updates to the last General Order. They are often published weekly, though individual styles vary. Some railroads (e.g. Am-

trak) publish the full complement of ETT changes each week. Others (e.g. Conrail) publish the full complement (typically 4-6 pages) monthly (a “Summary Bulletin Order”), with weekly (1 or 2 page) updates to the monthly update.

### Collecting them

Despite what I have described as a rather disconcerting lack of **times** in American ETTs, they are still interesting and still collectible. In such a big country, with such a long publishing history, there is surely a big resident population of ETTs still. By my own amateur reckoning, there must have been about 110,000 separate issues of ETTs (this includes Canada and Mexico). About 70,000 of these are from the big fellows— the Class 1 roads and about 40,000 from the small jobs. The former are more common because these lines were much bigger, had more staff and needed more timetables. There is not much evidence on how many copies were printed of a given timetable and how many survived the injunctions to *destroy all previous issues*. A printer’s bill for the 53-mile (but busy) Colorado and Cripple Creek is for 300 copies of its No 22 timetable of 1907 (they cost \$50.50, by the way). If this is representative, a standard Divisional printing was probably about 1500-2000 copies.

And you can still find them. The U. S. National Association of Timetable Collectors has several people with staggeringly huge collections. One told me he had 30 tons in his collection. At railroadiana fairs, by private exchange, through professional dealers and over the Internet, there is a brisk trade. The on-line auction house E-Bay, for instance, lists 50 to 60 new ETTs every day of the week. Many of these are mundane, but both rarities and antiquities do pop up. They are still relatively cheap— typically \$5 to \$10, although one professional dealer has forewarned that

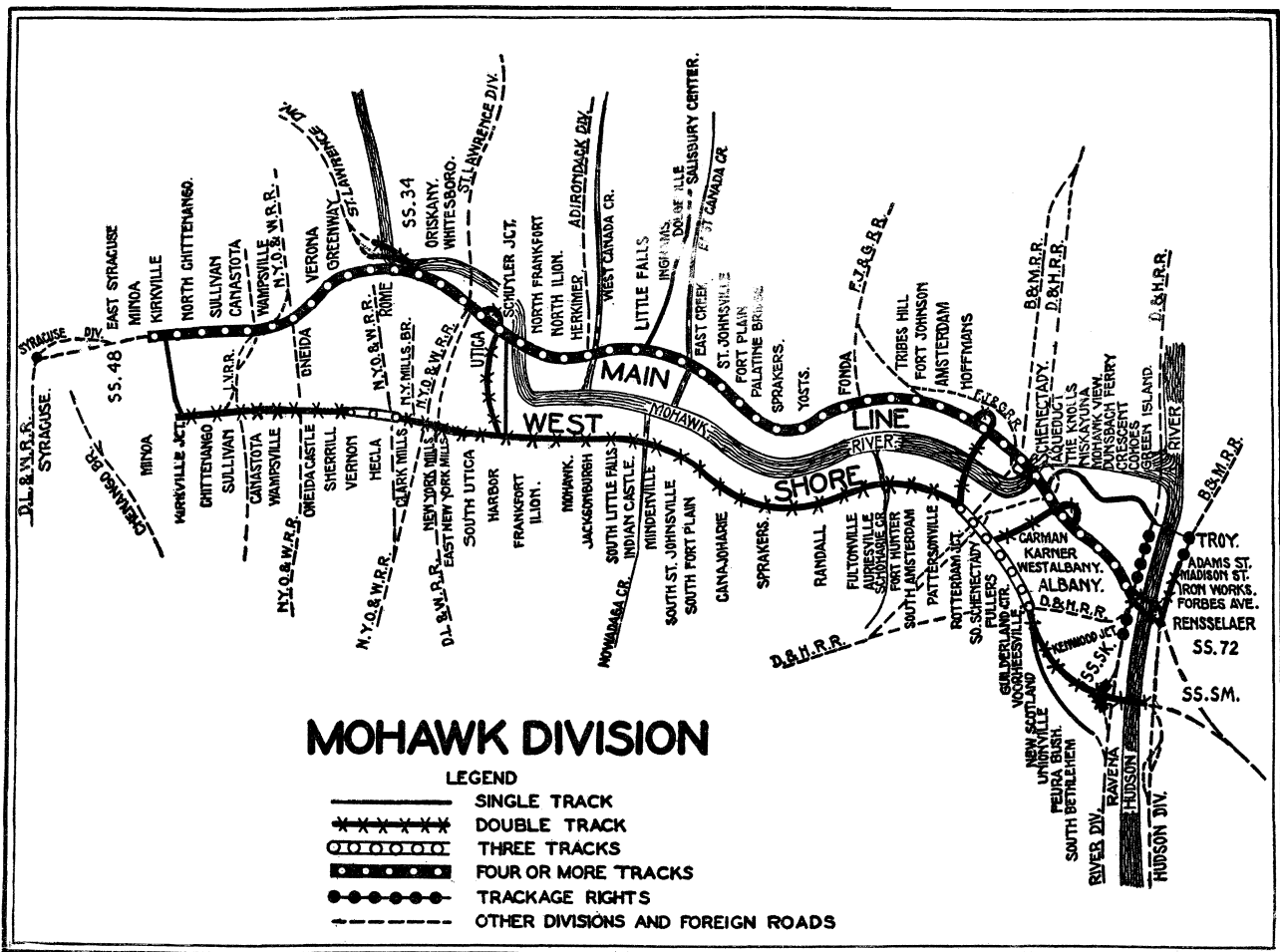
‘surely the day of the \$100 timetable is at hand’ (in Australia, we passed that milestone at least 10 years ago). There are several books that either deal exclusively with American timetable collecting or touch upon timetables as part of the wider field of railroadiana in general (included in bibliography). The Ted Downs collection has a good selection, the result of a round-the-world trip in 1935, so expect to see them in a future AATTC auction.

Demand and interest in ETTs from

fabled railroads such as those that served the Colorado mining camps, or those that vanished long ago, has been high enough that facsimile editions have become a relatively common item of trade. Not always identified as such, especially in the on-line auctions, these serve the interests of the timetable student rather than the person who collects timetables for their value as objects. A certain number of these timetables have been made available in scanned form on CD-ROMS, although I have no detail

on the scope of this. And, as mentioned in the January Times, the Burlington Northern Santa Fe makes its *current* ETTs available on its web site.

The NAOTC maintains a list of current ETTs for all US railroads on its website: <http://www.rhistorical-2.com/naotc/>



Looking at it both ways. This is a map from a New York Central combined Hudson Division and Mohawk Division ETT of 29-Apr-1940. The Hudson Division map was easy to read because the Main Line ran north-south along the river and was printed upright on the page. The Mohawk Division map was printed sideways because the Mohawk River ran East-West. These idiosyncrasies reflect the history of these two Divisions. Originally, as part of the New York Central and Hudson River Railroad in the early 1900s, they were published, together with the Western Division, in a single ‘Main Line’ volume with a single map oriented conventionally. Then the Main Line became separated into three Divisions and three volumes and later still the two Divisions, while separate administratively, combined again to present their timetables in a single volume. But the maps stayed the way they were in 1900.