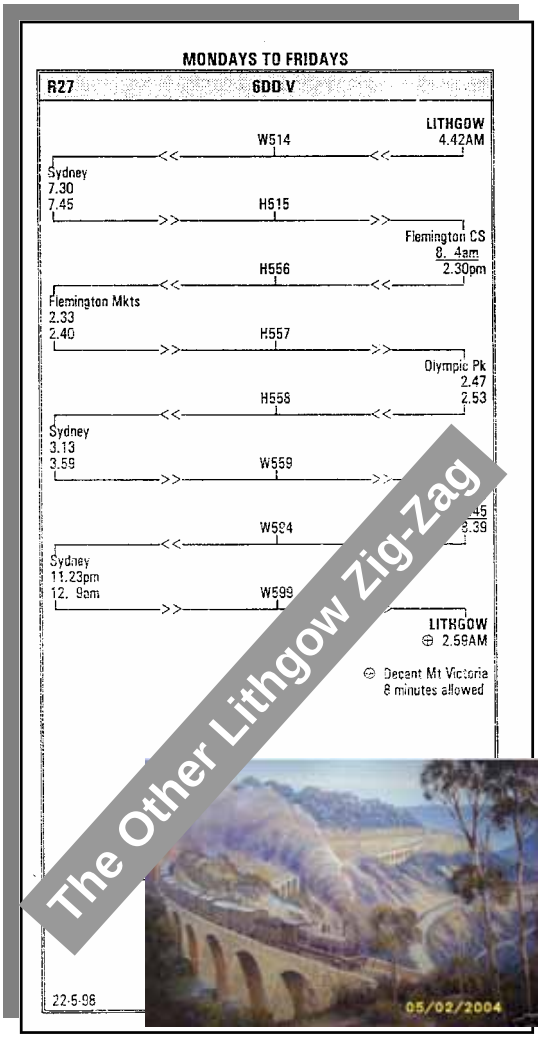
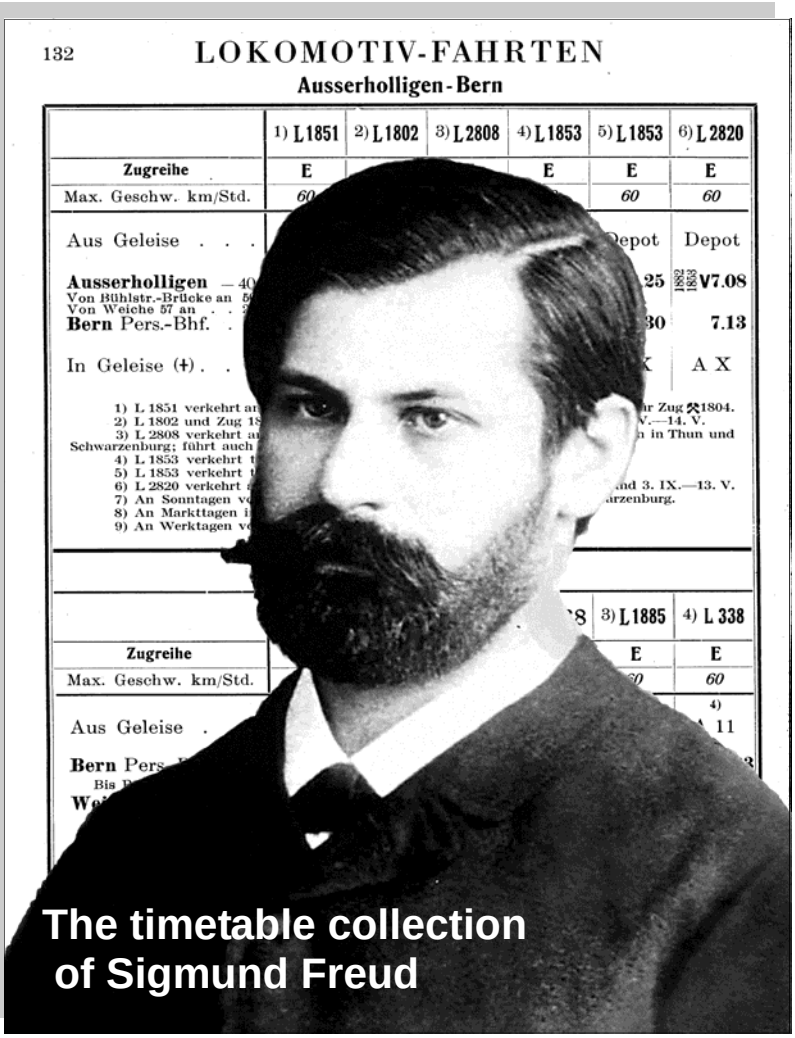
# The Times

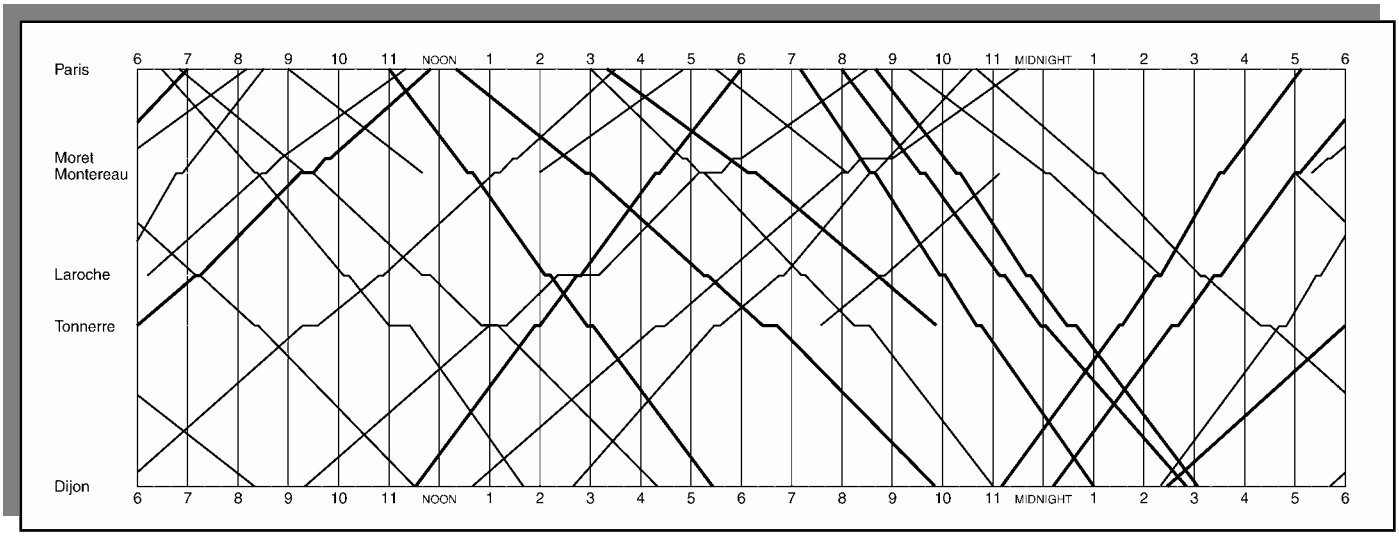
April 1st 2004

A journal of transport timetable history and analysis


## In this issue




## Timetable Teaser in the Victorian 2003 GAT

# The Times

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**On the front cover**

The cover represents the time table miscellany you'll find inside this month: A Lithgow Zig-Zag you probably haven't encountered before; information about Sigmund Freud you ***certainly*** won't have encountered before and; an exam question which you will have encountered before only if you sat last year's Victorian GATT.

When I was in the 5th grade, a circus came to town—J & R Sole's Circus (oh yes it was)—and into our class for a week came a new school mate. He was something of a curiosity to us regulars, but I gained a life-long skill from his brief visit—he taught me to juggle with knives and flaming torches. This is a skill that has come in handy in the production of The Times. The Times is usually prepared up to 6 month's in advance– the Freud item was received last August and the whole thing was 'put to bed', as they say, in December. But items like the two Auction reviews must necessarily appear in a timely manner– just before the auction concludes. As one contributor put it: '*This article is running late and out of timetable order*'. Likewise, a letter in response to David Hennell's quiz was much more timely appearing ASAP, before its immediacy was lost. Something had to give—even with 20 pages, several contributors who thought they would see their words in print this month are going to be disappointed—the knives and flaming torches are still in the air. Watch out for them in the coming months.

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The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300dpi resolution on disk or via e-mail.

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The Times on-line AATTC's home page: http://www.aattc.org.au has colour PDF versions of The Times

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# The Other Great Lithgow Zig-Zag

*In the AATTC's membership interests list, twenty percent of members profess themselves to be interested in transport rosters. They have been hanging out for a long time, but here* **GEOFF LAMBERT,** *who admits to knowing far less about it than they do, attempts to explain some modern train rosters for Sydney's CityRail, London's* UNDERGROUND, *Victoria's PTC and an airline postal service.*

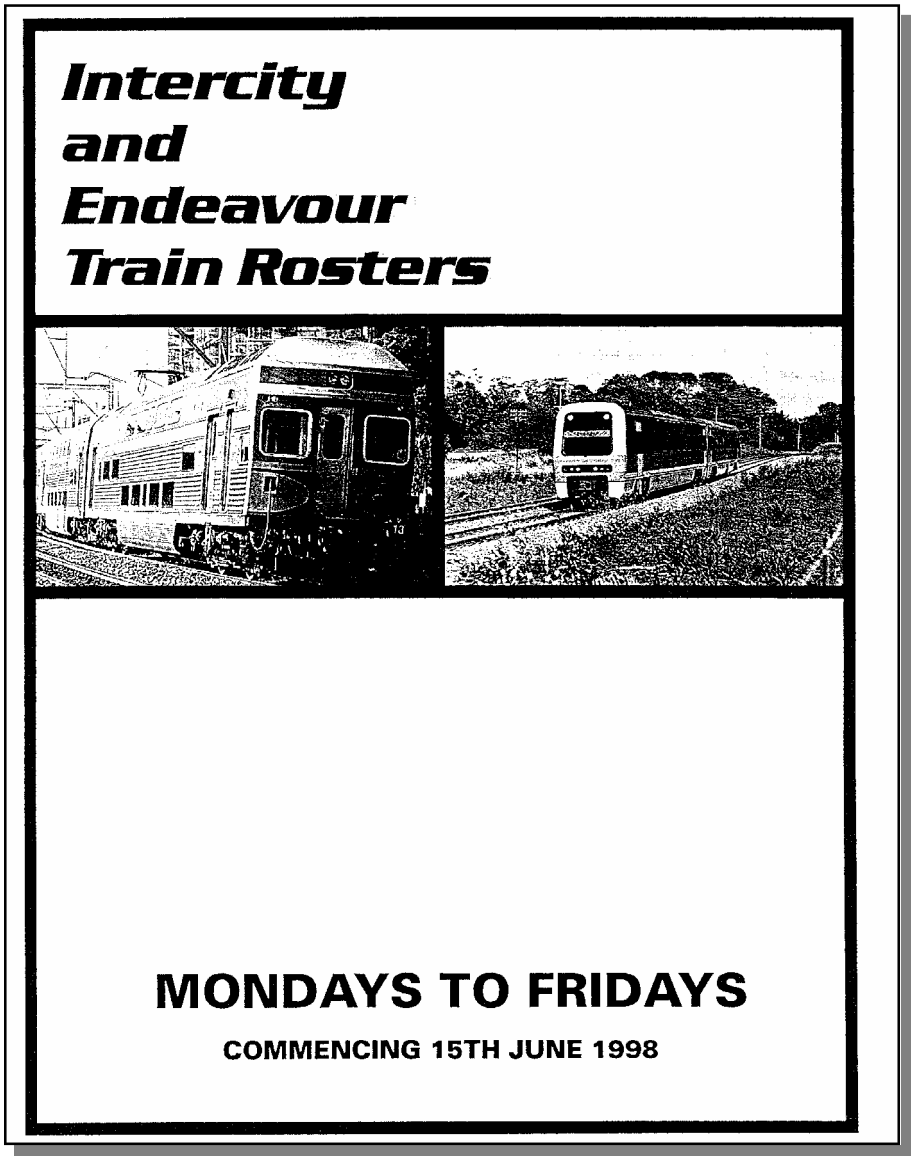
Timetabling is no easy task; The Times has expounded more than once on just how hard it is, likening the process to the strategic operations needed to play a game of chess. But, finding a path for a train on a system is only the beginning of the task of piecing together the timetable jigsaw. A couple of years ago, NSW's CityRail drew up a radically new timetable, only to discover after the public and working timetables had been printed that the new timetable was going to be unworkable because there were not enough drivers to put it into effect. Analysts have said that this 'revelation' only occurred after a new computerized rostering technique was applied to the timetable product. Probably, they say, the two pieces of software should have been better and earlier integrated with one another. When this article was being written, driver shortages were again causing disruptions to Sydney's train network.

We consider here two of the ancillary timetable tools– train rosters and staff rosters. They may be separate—as they have been in NSW—or they may be combined—as they are on London's Underground system

**Train rostering- The Zig-Zag diagram**

A train rostering table or diagram shows where and when each train starts and where and when it finishes each day and what it does in between. When the timetable is completed, each trip shown in the timetable is allocated a train (in NSW, a 'run'). The train or the trip, is given an identity and then a list of trips is drawn up for each train. Everything the train does is listed, including empty trips to and from depots. The train roster may be purely tabular—most are—or it may be compiled into a semi-graphical device such as is done by NSW's CityRail, with its 'zig-zag diagrams'. On page 6 we show the intriguing 'bootlace' pattern that results. In recent years a book of such diagrams (see its cover below) has been issued for every new Working Time Table.

When one looks at one of these diagrams, it is not immediately obvious what advantage a 'zig-zag' actually confers on the reader. At first glance, a zig-zag diagram looks suspiciously like a train graph, that popular weapon of the horariologist. Closer inspection reveals something different. In a system such a that of Sydney, where practically all trains shuttle back and forth like beads on a wire, a zig-zag diagram corresponds in some way with the movement of the train itself. But

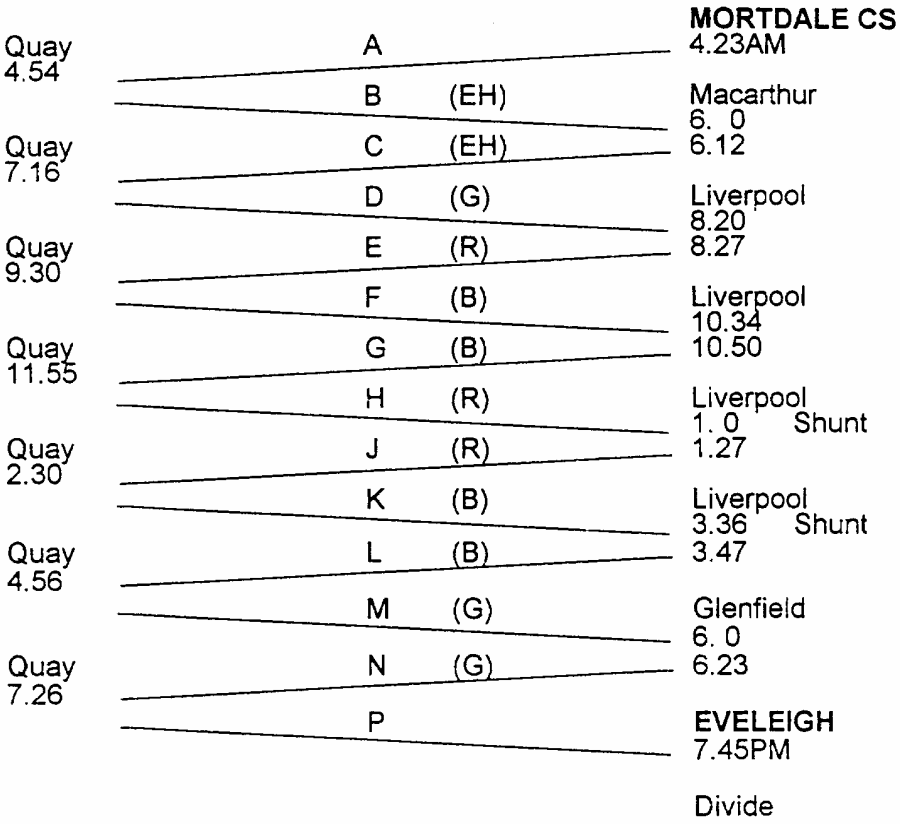


JUNE 1998

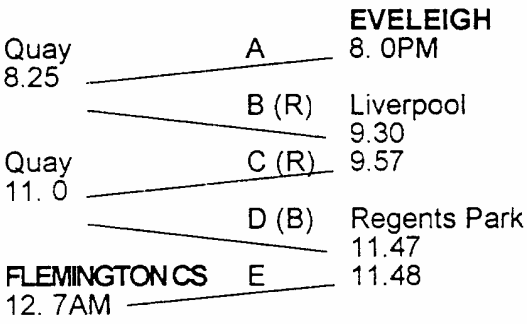
## MONDAYS TO FRIDAYS

### RUN 24 8DD T SET

26.




### RUN 24A 4DD T SET




Attach & Stable FE
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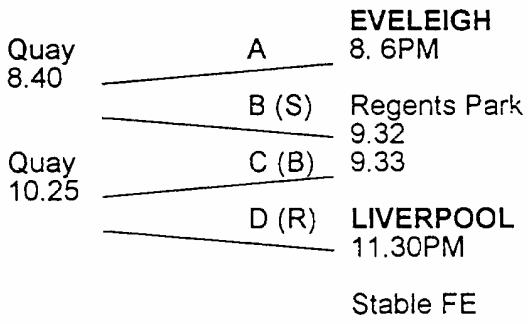
### RUN 24B 4DD T SET

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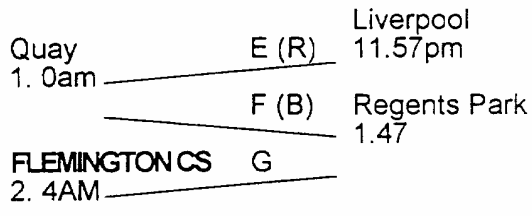
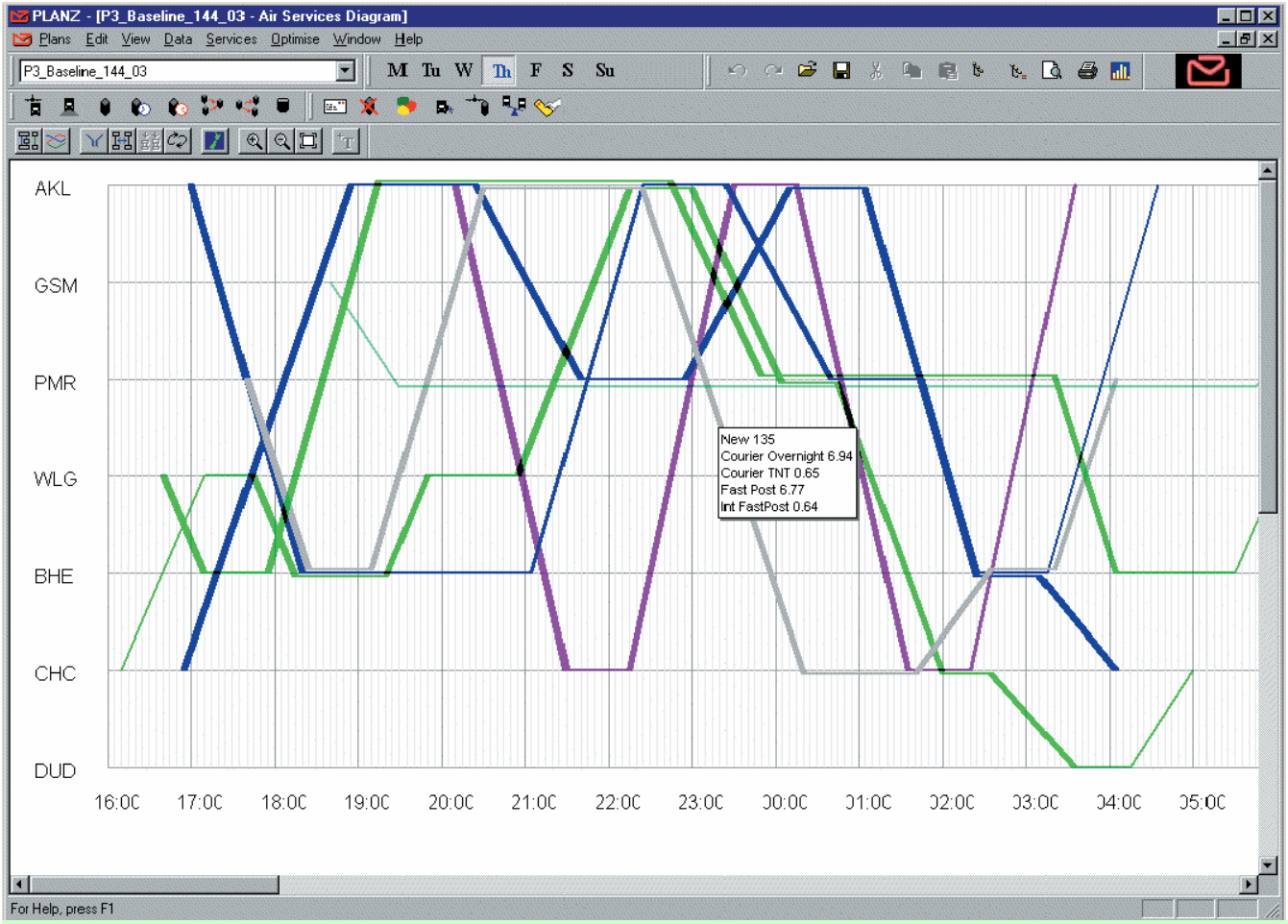
### FRIDAY NIGHTS




Stable

03-05-97

***Dated for June 1998 (above), but actually produced 13 months earlier (left), this NSW CityRail zig-zag diagram clearly shows both the movement of an 8-car Tangara set and its later evening split into 2 4-car sets. It's on the go for 22 hours.***




***Some airlines do 'ave 'em. This is actually from a sales brochure for a commercially-available product– Opcom's 'Distribution and Logistics Network Analysis', designed primarily for managing the flow of mail around an air network. This air-tour zig-zag diagram—so-called by the vendors—is a screen shot from the software used to manage airmail in New Zealand and shows the movements of each plane throughout the system each night. It combines the features of a traditional graphical timetable (but one in which the 2-dimensional travel across the landscape is reduced to 1) with that of vehicle travel patterns. Each plane is displayed in a different colour and one can track the entire journey of each. The aircraft flying the Christchurch—Wellington—Blenheim—Wellington—Auckland-Palmerston North—Christchurch—Dunedin—Christchurch is probably the busiest. Not bad for a night's work. Some airline Working Time Tables have featured such rosters for many years (e.g. the TAP WTT shown on our page 8)***

this wouldn't work for London's Circle Line, where perhaps some sort of spiral would result. However, it is true to say that a 'true' zig-zag such as that on page 6 seems to work better at conveying its message than the 'distorted' version on page 8– The Great Lithgow Zig-Zag. The page 6 diagram is at least part hand-drawn artwork, the page 8 version has almost certainly been done with a word processor, forcing the compiler to avoid sloping lines.

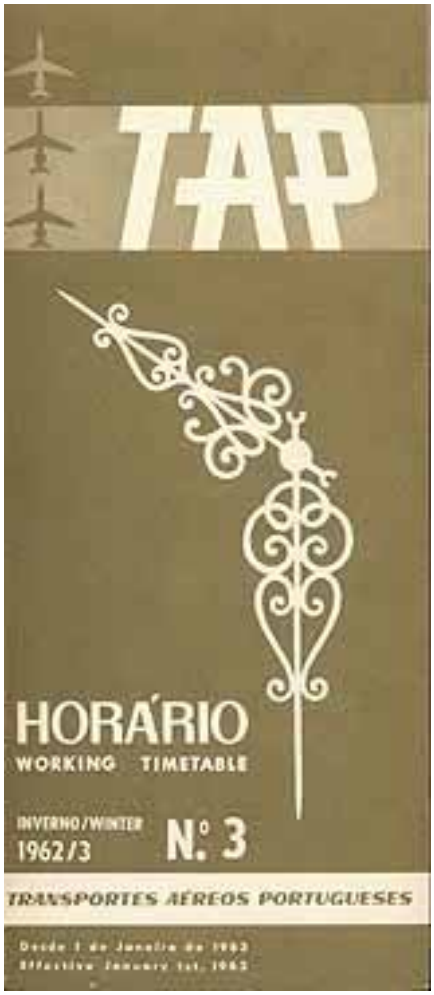
It would be possible, especially in a 'shuttle' system such as Sydney to combine the graphical timetable and the zig-zag equipment roster into the one graphic. This has been done for the roster illustrated on the top of page 7, illustrating both traffic patterns and equipment movements for the overnight airmail flights in New Zealand.

On the other hand, the London Underground tabular equivalent illustrated on page 9 seems to work pretty well. The Zig-Zag is, however, particularly adept at illustrating the division of sets into two smaller trains, a long-time and regular feature of the Sydney system (page 6 again).

Another job the zig-zag diagram does well is making sense out of the train cancellation lists published by CityRail during its recent crisis and reproduced in the March 2004 Table Talk. The bewildering list of over a hundred train cancellations then reveals itself as an easy-to-understand list, about the quarter of the length, of a much smaller number of runs.

**Crew Rostering**

On traditional old-fashioned railways, the Roster Clerk had an unenviable job. Creating the train crew schedules and rosters required to support the operation of train workings can be a labour




***Left. A rather rare bird, an airline working timetable. Inside is a zig-zag diagram for TAP's planes.***

intensive and complex task. Some train operators have unwieldy non-integrated legacy systems for this task, include crew scheduling with train scheduling, or construct crew schedules and rosters manually. This makes it difficult to:

- React to frequent or short notice changes in the train timetable
- Analyse the impact of a range of operational scenarios on crew
- Construct optimised crew schedules and rosters
- Manage the range of changes presented on the day-of-operation

Just as trains zig-zag through the system, so do the crews. In theory at least, one needs to have crews start and finish work at the same place, and for this to be at a convenient spot, preferably a 'depot'. Also of importance is arranging meal-breaks, which should likewise be taken in some convenient place– say (in the Sydney system) for instance at one of the zigs or zags in the zig-zag diagram. This sort of thing has flow-on effects for the timetable as a whole—trains must either "lay-over" for an event like lunch, or else a further complicating shuffling of relief crews needs to be arranged.

In the example below shows how these often conflicting requirements cannot always be met, with train crews traveling "on the cushions" as they say in the UK, just to get to the location where they move into the driver's cab or guards compartment.

It is possible to combine train and crew rosters into a single document and the example on our page 9 shows how London Underground

***Below. For sheer opacity, it's hard to beat this page from the 'Drivers Roster Book, Outstation Weekdays' from the Victorian Public Transport Corporation Train Division, published in 1991. The top half of the page deals with the mindlessly-boring Alamein shuttle, no more than 12 minutes per trip.***

**E.T.D.W.D.(34) 6 ASHBURTON**

| T.D. | Remarks | Dept. | Arr. | Terminal | Dept. | Arr. | Remarks | T.D. |
|---|---|---|---|---|---|---|---|---|
| | | ASH Driver travel CAM per 13 | | | 23 Up | | | |
| | | DEPOT Driver travel CAM per | | | 12 57 Down | | | |
| | | Relieve 13 34 ex Alamein,Shunt,Redock and CAM | | | | CAM | | |
| 2343 | Run | 13 52 | 14 04 | Alamein | 14 07 | 14 19 FSS | Shunt | 2340 |
| 2349 | Redock | 14 37 | 14 49 Retain Radio | Alamein | 15 02 | 15 31 | Shunt(3) | 2224 |
| | | Dock 17 02 UFG Reld 16 59 | | | | | | |
| 6933 | Rel 18 02 | 18 04 | 18 36 | St Albans | 18 57 | 19 26 | Shunt | 6068 |
| | | [VIA LOOP | | | | | | |
| | | Hand in Radio at E.R.D. | | | | | | |
| | | ASH Driver travel per 20 34 Down | | | | | | |
| ASH | Sign on | 13 18 | | Sign off 21 13 | | Time | 7 55 | |
| DEPOT | Sign on | 12 42 | | Sign off 20 09 | | Time | 7 27 | |

JUNE 1998

MONDAYS TO FRIDAYS

15.

RUN 900 16DD CAR K SET

SYDNEY TERM
4.30AM — A — HORNSBY CS (M)
5. 8AM

Divide

Forms Run 94-A 5.48am
& Run 75-A 6. 4am

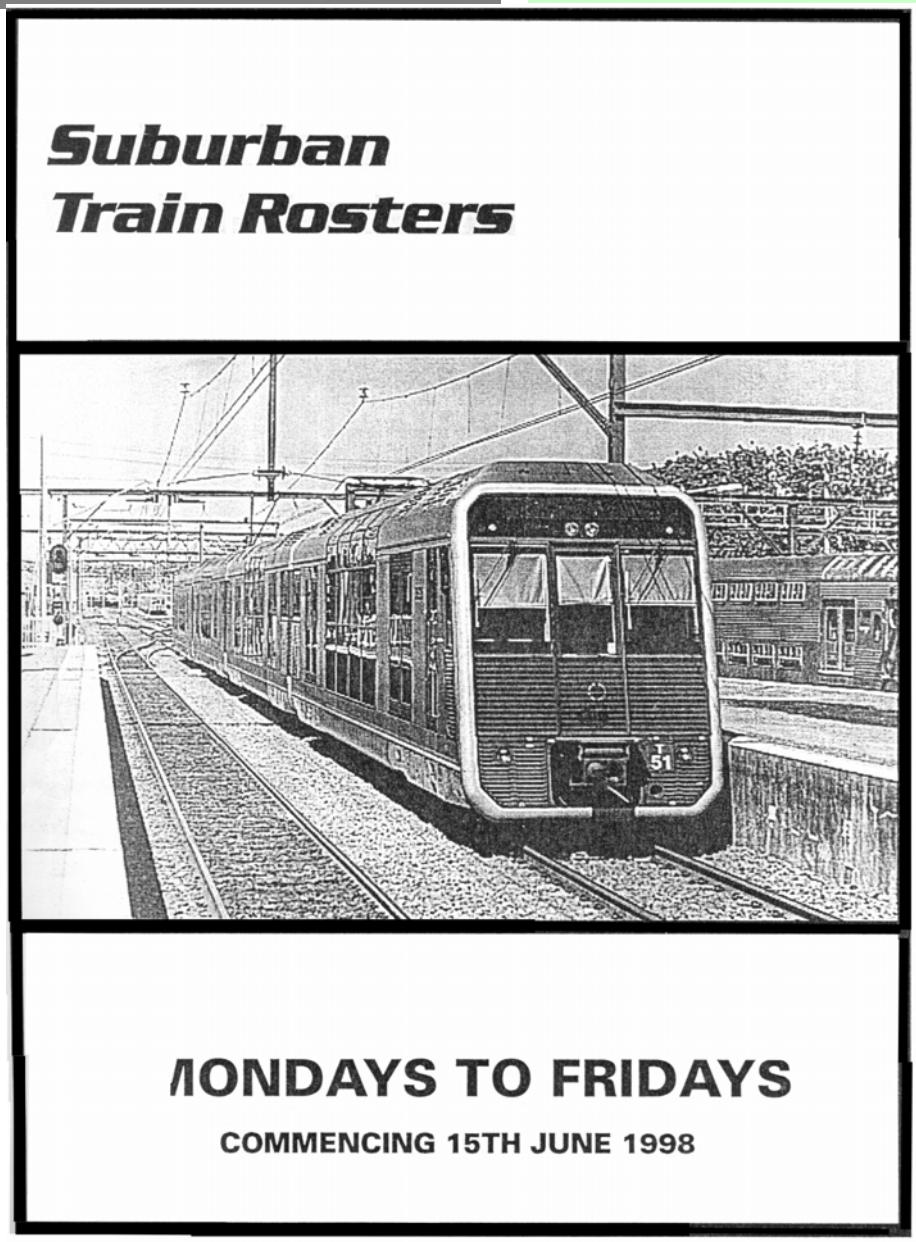
Formed by Run 78-D due
7.20pm & Run 94-D due
7.52pm

SYDNEY TERM
9. 4PM — B — HORNSBY CS (M)
8.27PM

Stable

***A single 'zig' and, 15 hours later, a single 'zag' comprise the entire diagram for this set. Why? Because it's actually a 16-car empty K set that hibernates for some reason at Sydney Terminal station overnight. You couldn't have travelled on it—it was strictly an empty service and ran as an express. The zig-zag diagram doesn't indicate so, but the WTT does—and it's easy to deduce—that it must run via Strathfield. The reason for this strange working is unknown– was it a lack of space at Hornsby Car Sidings?***

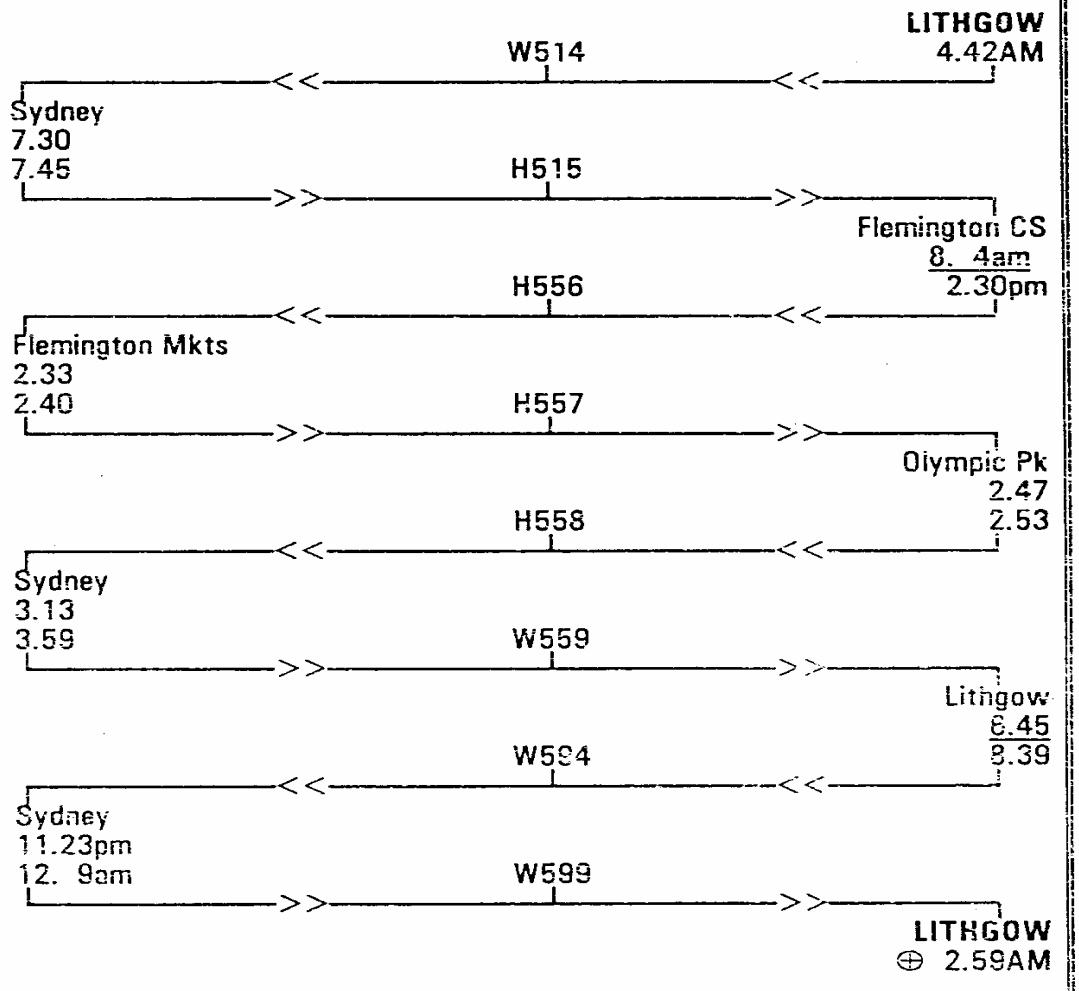
does it. This is a page from a 3-volume set of Working Time Table documents—timetable No. 47 for the Northern line, 8-Sep-1999. Of the three, two are train and duty rosters and each is considerably bigger than the WTT itself. Not as clear as a zig-zag diagram for the train rosters, they are nevertheless a big improvement on the VR's opaque train crew roster for the Ashburton line on the previous page.




***The cover of a recent Train Roster book from CityRail, featuring a 4-car Tangara set at an unknown location on the system– can readers identify where? Graphics like this were never a feature of Working Time Tables, but they seem to be de rigueur for support documents like this roster and also Sydney Yard Working books. Perhaps different people, with different aesthetic senses, are responsible.***

## MONDAYS TO FRIDAYS

**R27** **6DD V**




Forms Roster 28
Tuesdays to Fridays

Forms Roster 28
Saturdays

22-5-98 From 15th June 1998

***The Great Lithgow Zig-Zag. On the go from 4:42 one morning till 2:59 the next—but with a 6½ hour lunchtime rest at Flemington. Note the post-prandial routing from Flemington to Sydney Terminal—via Flemington Markets and Olympic Park (still 2 years from completion at this time).***

***A page from a Train and Duty analysis for London Underground's Northern Line. Every LU Working Time Table issue is accompanied by 2 volumes (weekdays and weekends) of this book, quite a bit larger than the WTT itself. As its title suggests, it is a book that combines the train staff roster with the train working diagram for each run. It is in turn divided into an Operator's Only (driver's) section and a 'Guards Only' section. The constant on each page is the train set—it is the staffing roster which swaps about. There appear to be 8 different drivers for this set, which starts at the 'normal' LU start time of about 5 am, but finishes rather earlier than most, just before 9 pm. The right-hand columns indicate the next duty roster for the crew. This is for train service No 001; there are about 70 such services listed in each book.***

OPERATORS ONLY

T R A I N  A N D  D U T Y  A N A L Y S I S
D A Y:- MONDAYS TO FRIDAYS
NORTHERN LINE

001

| WTT 47 + TTN 92/99 | DUTY SCHEDULE No. N99/043 | OPERATIONAL FROM 6TH SEPTEMBER 1999 | TRAIN |
|---|---|---|---|

| DUTY | FROM | TO | VIA | CREW CHANGE TIME | R/F | NEXT TRAIN | NEXT TIME | NEXT PLACE |
|---|---|---|---|---|---|---|---|---|
| 460 MO<br>516 TF<br>(N)OR | 05 10 EDG DT<br>05 14 EDG SG<br>05 22 EDG<br>05 35 GGR S<br>06 30 MOR | 05 17 EDG<br>05 35 GGR S<br>06 24 MOR<br>07 28 GGR N | <br><br>CHX<br>CHX<br>BNK | <br><br><br><br>07 30 | <br><br><br><br>F | | | |
| 441 | 07 30 GGR N<br>07 51 EDG<br>08 03 GGR S<br>09 05 MOR<br>10 04 EFY N<br>10 32 HBT | 07 43 EDG<br>08 03 GGR S<br>09 00 MOR<br>10 04 EFY N<br>10 17 HBT<br>10 45 EFY S | BNK<br>BNK<br>BNK<br>BNK<br>BNK<br>BNK | <br><br><br><br><br>10 45 | <br><br><br><br><br>R | <br><br><br><br><br>44 | <br><br><br><br><br>11 43 | <br><br><br><br><br>EFY N |
| 605 | Off relief after train 52 due 09 53 at EFY S<br>10 45 EFY S | 11 40 MOR | BNK | 11 40 | F | | | |
| 221 | Off relief after train 126 due 10 31 at MOR DT<br>11 47 MOR | 12 42 EFY N | BNK | 12 42 | | 6 | 13 00 | EFY S |
| 640 | Off relief after train 3 due 11 39 at EFY S<br>12 42 EFY N<br>13 05 HBT<br>13 18 EFY S | 12 55 HBT<br>13 18 EFY S<br>14 15 MOR | BNK<br>BNK<br>BNK | <br><br>14 17 | <br><br>F | | | |
| 664 | 14 23 MOR<br>15 19 GGR N<br>15 42 EDG<br>15 57 GGR S<br>16 52 MOR<br>17 51 EFY N<br>18 16 HBT | 15 18 GGR N<br>15 32 EDG<br>15 55 GGR S<br>16 45 MOR<br>17 51 EFY N<br>18 05 HBT<br>18 32 EFY S | BNK<br>BNK<br>CHX<br>CHX<br>BNK<br>BNK<br>BNK | <br><br><br><br><br><br>18 32 | <br><br><br><br><br><br>R | <br><br><br><br><br><br>153 | <br><br><br><br><br><br>19 24 | <br><br><br><br><br><br>EFY N |
| 660 | Off relief after train 21 due 17 21 at EFY N<br>18 32 EFY S | 19 31 MOR | BNK | 19 31 | F | | | |
| 701 | Off relief after train 151 due 18 34 at MOR<br>19 39 MOR<br>20 38 GGR<br>20 44 GGR 27 | 20 29 GGR<br>20 39 GGR 27<br>20 45 GGRG DT | CHX | | | 101 | 21 36 | GGR N |

Produced by: Scheduling Services, 3rd Floor (East), 55 Broadway. Tel: 39815

# King Of The Road

**STEVEN HABY** *reviews another item up for grabs in the latest AATTC Auction, closing at the end of this month: Road King Coaches' Adelaide to Melbourne Service*

In the 1960s express coach services in South-eastern Australia were operated by well known and established companies such as Murray Valley Coaches, Greyhound, Ansett Pioneer, and Redline Coaches. A relatively small newcomer was Road King Coaches.

Henstbridge Bus Service, a well known bus company in Adelaide, commenced operating a coach service between Adelaide and Melbourne in 1964 under the banner of Road King Coaches. Three AEC Freighter-Lawton bodied coaches were used for the service – two being required for the service each way and the third coach being a spare. The coaches were fully air-conditioned and contained a toilet. The July 1964 issue of *Truck and Bus Transportation* contained an advertisement (reproduced on our p. 11) from Freighter Industries extolling the virtues of these coaches.

One item for Auction 21 is a timetable for Road King Coaches' sole route from Adelaide to Melbourne. The timetable folds out from 8 x 18.5cm to 24 x 18.5 cm. and is printed on glossy paper with a blue cover (below) with one of the coaches (note the "On Charter" shown on the destination roll rather than "Adelaide" or "Sydney") used on the service shown over a hand drawn depiction of a map. The issue date is 19 December 1965 to 6 February 1966 which is an amendment to the original date also shown on the cover.

Road King offered a daily overnight service between the two capitals and a day service running on Sundays, Tuesdays, Wednesdays and Saturdays. It is interesting to note the differences in the timings of each service (our p. 11, top). On the day service to Melbourne, refreshment stops were offered at Bordertown for lunch and Ararat for afternoon tea. The Adelaide service has stops at Ballarat for morning tea, Horsham for a late lunch and Bordertown for afternoon tea. The overnight service in both directions had a refreshment stop at Bordertown and probably also 'crossed here' given the 30 minute gap between the arrival time of both services.

It is interesting to note that no

times for the stops listed underneath the fare table are shown, e.g. Stawell West so it is assumed one would have to contact the company in advance to obtain an arrival or departure time. Ballarat's well known (and undoubtedly well used) landmark, the Memorial Comfort Station in Sturt Street, was used as the stop.

A useful feature was the inclusion of times for connecting Redline Coaches routes to Sydney and Brisbane and associated fares.

The inside fold of the timetable proclaimed the features of the coaches and service to intending passengers, such as "wide scenic windows."

Overall the timetable would be a neat and attractive addition for collectors of express coach timetables.

Advertisement in *Truck and Bus Transportation* 28 (7), July 1964, p 126

## Adelaide — Melbourne

| ADELAIDE DEPARTURES | SUN. TUE. WED. SAT. | DAILY |
|---|---|---|
| 125 North Terrace | 7.20 a.m. | 7.30 p.m. |
| Murray Bridge | 9.00 a.m. | 9.05 p.m. |
| Bordertown | 12.10 p.m.* | 12.30 a.m.* |
| Nhill | 1.45 p.m. | 2.00 a.m. |
| Horsham | 2.45 p.m. | 3.00 a.m. |
| Ararat | 4.30 p.m.* | 4.10 a.m. |
| Ballarat | 5.45 p.m. | 5.20 a.m. |
| Melbourne | 7.25 p.m. | 7.00 a.m. |
| (321 Elizabeth St.) | | |

## Melbourne — Adelaide

| MELBOURNE DEPARTURES | SUN. TUE. WED. SAT. | DAILY |
|---|---|---|
| 321 Elizabeth St. | 8.15 a.m. | 8.15 p.m. |
| Ballarat | 10.20 a.m.* | 10.05 p.m. |
| Ararat | 11.35 a.m. | 12.00 Mn.* |
| Horsham | 1.35 p.m.* | 1.20 a.m. |
| Nhill | 2.35 p.m. | 2.20 a.m. |
| Bordertown | 3.30 p.m.* | 3.15 a.m. |
| Murray Bridge | 6.05 p.m. | 5.45 a.m. |
| Adelaide | 7.40 p.m. | 7.15 a.m. |
| (125 North Terrace) | | |

* DENOTES REFRESHMENT STOPS

### FARES

| | | Bordertown | Keith | M. Bridge | Adelaide |
|---|---|---|---|---|---|
| MELBOURNE | S | 3 15 0 | 4 0 0 | 4 5 0 | 4 5 0 |
| | R | 7 0 0 | 7 10 0 | 8 0 0 | 8 0 0 |
| BALLARAT | S | 3 15 0 | 3 15 0 | 4 0 0 | 4 5 0 |
| | R | 7 0 0 | 7 0 0 | 7 10 0 | 8 0 0 |
| ARARAT | S | 3 10 0 | 3 15 0 | 3 15 0 | 4 5 0 |
| | R | 6 10 0 | 7 0 0 | 7 0 0 | 8 0 0 |
| STAWELL | S | 3 10 0 | 3 10 0 | 3 15 0 | 4 0 0 |
| | R | 6 10 0 | 6 10 0 | 7 0 0 | 7 10 0 |
| HORSHAM | S | 3 0 0 | 3 5 0 | 3 10 0 | 4 0 0 |
| | R | 5 10 0 | 6 0 0 | 6 10 0 | 7 10 0 |
| DIMBOOLA | S | 2 15 0 | 3 0 0 | 3 10 0 | 3 15 0 |
| | R | 5 0 0 | 5 10 0 | 6 10 0 | 7 0 0 |
| NHILL | S | 2 5 0 | 2 15 0 | 3 5 0 | 3 15 0 |
| | R | 4 0 0 | 5 0 0 | 6 0 0 | 7 0 0 |
| KANIVA | S | 1 15 0 | 2 5 0 | 3 0 0 | 3 10 0 |
| | R | 3 5 0 | 4 0 0 | 5 10 0 | 6 10 0 |

### PICK-UPS

Murray Bridge—Ampol Roadhouse and Brigeport Hotel
Tailem Bend—Riverside Hotel
Coomandook—Yumli, Ki Ki—Hail Coach
Coonalpyn—Community Hotel
Culburra—Hail Coach
Tintinara—Hotel
Keith—Comfort Station
Bordertown—Ampol Road House
Kaniva—P.O.
Nhill—P.O.
Dimboola—P.O.
Horsham—P.O.
Stawell West—Ampol Road House
Great Western—Hotel
Ararat—Town Hall
Beaufort—Soldiers' Memorial, Main Street
Ballarat—Memorial Comfort Station, cnr. Albert and Sturts Sts.
Bacchus Marsh—P.O.

ALL TOWNS NOT LISTED, PICK UP AT P.O.

## CONNECTING SERVICES

By Courtesy of

## REDLINE COACHES

### Daily

| | | |
|---|---|---|
| Melbourne | Dep. 8.00 a.m. | Dep. 8.00 p.m. |
| Sydney | Arr. 11.30 p.m. | Arr. 12.30 p.m. |
| Sydney | Dep. 1.30 p.m. | Dep. 12.00 Mn. |
| Brisbane | Arr. 8.45 a.m. | Arr. 7.00 p.m. |
| Brisbane | Dep. 12 Noon | Dep. 6.30 p.m. |
| Sydney | Arr. 7.00 a.m. | Arr. 2.00 p.m. |
| Sydney | | Dep. 2.30 p.m. |
| Melbourne | | Arr. 7.00 a.m. |

| FARES | BETWEEN | BRISBANE | MELBOURNE | ADELAIDE |
|---|---|---|---|---|
| SYDNEY | SINGLE | £4 15 0 | £4 15 0 | £9 0 0 |
| | RETURN | £8 5 0 | £8 5 0 | £16 5 0 |
| WAGGA | SINGLE | £8 5 0 | £4 0 0 | £8 5 0 |
| | RETURN | £15 0 0 | £7 10 0 | £15 10 0 |
| MELB. | SINGLE | £9 0 0 | — | £4 5 0 |
| | RETURN | £16 0 0 | — | £8 0 0 |
| ADEL. | SINGLE | £13 5 0 | £4 5 0 | — |
| | RETURN | £24 0 0 | £8 0 0 | — |


Coachbuilding by... FREIGHTER-LAWTON CREATED THIS FINE PASSENGER COACH

YOU CAN'T IMAGINE BETTER FOR LONG DISTANCE TRAVEL

# An Even Handed Approach

**DAVID CRANNEY** *examines the complex politics of designing a timetable to satisfy the demands of competing seaside resorts.*

Connoisseurs of the older Queensland Railways timetables will appreciate the wealth of information that they contain. In fact, these timetables provide a wonderful insight into the role of the Queensland Railways as a provider of government services to that State's citizens. This article is about one such service and the likely influences on the way it was provided.

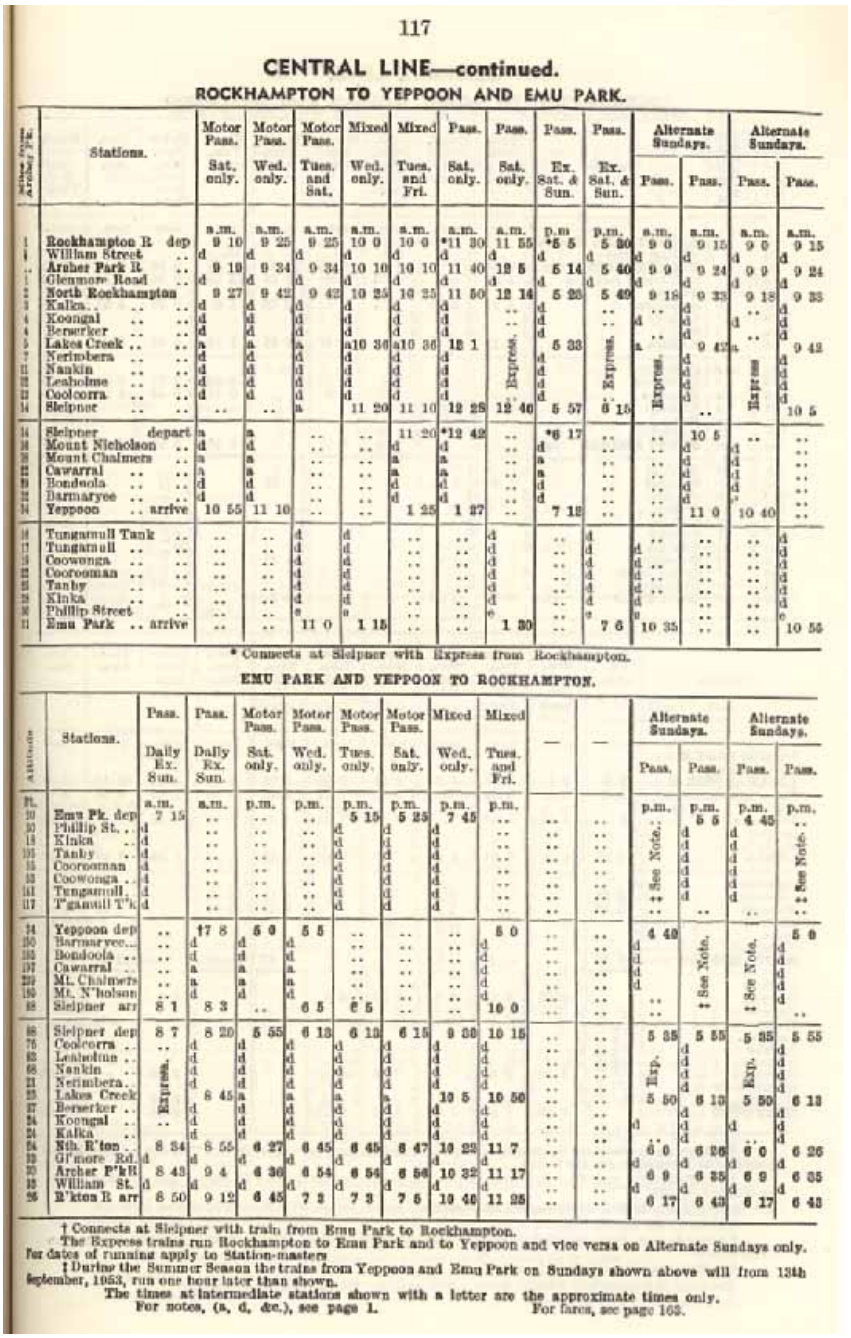
A brief geographical perspective is useful at this point. The long Queensland coastline, running roughly north-south, provides a welcome relief from the hot and dry conditions inland to the west. It is no wonder that the Queensland Government used its extensive railway network to offer its inland or outback citizens cheap excursion tickets for a holiday at the seaside. The seaside excursion benefits also flowed to residents of major cities that are not quite on the coast, such as Brisbane and Rockhampton.

The *Queensland Railways Time Table [and] General Information from 31st May 1953*, provides considerable information on the availability of seaside excursion tickets, both from inland locations and from cities not quite on the coast.

Some interesting conditions were attached to the seaside excursion tickets for inland residents, not the least being that males aged 14 and over did not qualify! Women and children permanently residing at least 100 miles (160 km) west of the nearest coastal town qualified for one return trip each year at special fares to the seaside. There was just one catch - if the ladies and children failed to spend the whole period at the nominated coastal town (or seaside resort in its vicinity) or failed to return to the station of origin within the time limit, then financial penalties applied. At least the menfolk back home would know where their womenfolk were and that they would return on time!

However, seaside journeys from inland towns are not the subject of this article. For inhabitants of cities not quite on the coast, and where a suitable rail line existed, there were also cheap Saturday and Sunday seaside excursion tickets. The 1953 timetable advised that such tickets were available from Brisbane southwards to Southport and Tweed Heads, as well as to suburban stations near salt water. Outside the State capital, seaside excursion tickets were available from Rockhampton and vicinity to Emu Park and Yeppoon, and from Maryborough and vicinity to stations on the Pialba-Urangan branch. The Sunday beach train services from Rockhampton form the basis of this article.

Rockhampton is a provincial city in Central Queensland lying on the Fitzroy River, about 30 km upstream from the river's mouth. The city is an important rail junction



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CENTRAL LINE—continued.

ROCKHAMPTON TO YEPPOON AND EMU PARK.

| Stations. | Motor Pass. Sat. only. | Motor Pass. Wed. only. | Motor Pass. Tues. and Sat. | Mixed Wed. only. | Mixed Tues. and Fri. | Pass. Sat. only. | Pass. Sat. only. | Pass. Ex. Sat. & Sun. | Pass. Ex. Sat. & Sun. | Alternate Sundays. Pass. | Alternate Sundays. Pass. | Alternate Sundays. Pass. | Alternate Sundays. Pass. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rockhampton R. dep | a.m. 9 10 | a.m. 9 25 | a.m. 9 25 | a.m. 10 0 | a.m. 10 0 | a.m. *11 30 | a.m. 11 55 | p.m. *5 5 | p.m. 5 30 | a.m. 9 0 | a.m. 9 15 | a.m. 9 0 | a.m. 9 15 |
| William Street .. | d | d | d | d | d | d | d | d | d | d | d | d | d |
| Archer Park R. .. | 9 19 | 9 34 | 9 34 | 10 10 | 10 10 | 11 40 | 12 5 | 5 14 | 5 40 | 9 9 | 9 24 | 9 9 | 9 24 |
| Glenmore Road .. | d | d | d | d | d | d | d | d | d | d | d | d | d |
| North Rockhampton | 9 27 | 9 42 | 9 42 | 10 25 | 10 25 | 11 50 | 12 14 | 5 23 | 5 49 | 9 18 | 9 33 | 9 18 | 9 33 |
| Kalka .. .. .. | d | d | d | d | d | d | .. | d | .. | d | d | d | d |
| Koongal .. .. | d | d | d | d | d | d | .. | d | .. | .. | d | .. | d |
| Berserker .. .. | d | d | d | d | d | d | .. | d | .. | d | d | d | d |
| Lakes Creek .. .. | a | a | a | a10 36 | a10 36 | 12 1 | Express. | 5 33 | Express. | a | 9 42 | a | 9 42 |
| Nerimbera .. .. | d | d | d | d | d | d | | d | | | d | | d |
| Nankin .. .. | d | d | d | d | d | d | | d | | | d | | d |
| Leabolme .. .. | d | d | d | d | d | d | | d | | | d | | d |
| Coolcorra .. .. | d | d | d | d | d | d | | d | | | d | | d |
| Sleipner .. .. | .. | .. | a | 11 20 | 11 10 | 12 28 | 12 40 | 5 57 | 6 15 | Express. | .. | Express. | 10 5 |
| Sleipner depart | a | a | .. | .. | 11 20 | *12 42 | .. | *6 17 | .. | .. | 10 5 | .. | .. |
| Mount Nicholson .. | d | d | .. | .. | d | a | .. | d | .. | .. | d | .. | .. |
| Mount Chalmers .. | a | a | .. | .. | a | a | .. | a | .. | .. | d | .. | .. |
| Cawarral .. .. | a | a | .. | .. | a | a | .. | a | .. | .. | d | .. | .. |
| Bondoola .. .. | d | d | .. | .. | d | d | .. | d | .. | .. | d | .. | .. |
| Barmaryee .. .. | d | d | .. | .. | d | d | .. | d | .. | .. | d | .. | .. |
| Yeppoon .. arrive | 10 55 | 11 10 | .. | .. | 1 25 | 1 27 | .. | 7 12 | .. | .. | 11 0 | 10 40 | .. |
| Tungamull Tank .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Tungamull .. .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Coowonga .. .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Cooroonan .. .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Tanby .. .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Kinka .. .. | .. | .. | d | d | .. | .. | d | .. | d | .. | .. | .. | d |
| Phillip Street .. | .. | .. | e | e | .. | .. | e | .. | e | .. | .. | .. | e |
| Emu Park .. arrive | .. | .. | 11 0 | 1 15 | .. | .. | 1 30 | .. | 7 6 | 10 35 | .. | .. | 10 55 |

* Connects at Sleipner with Express from Rockhampton.

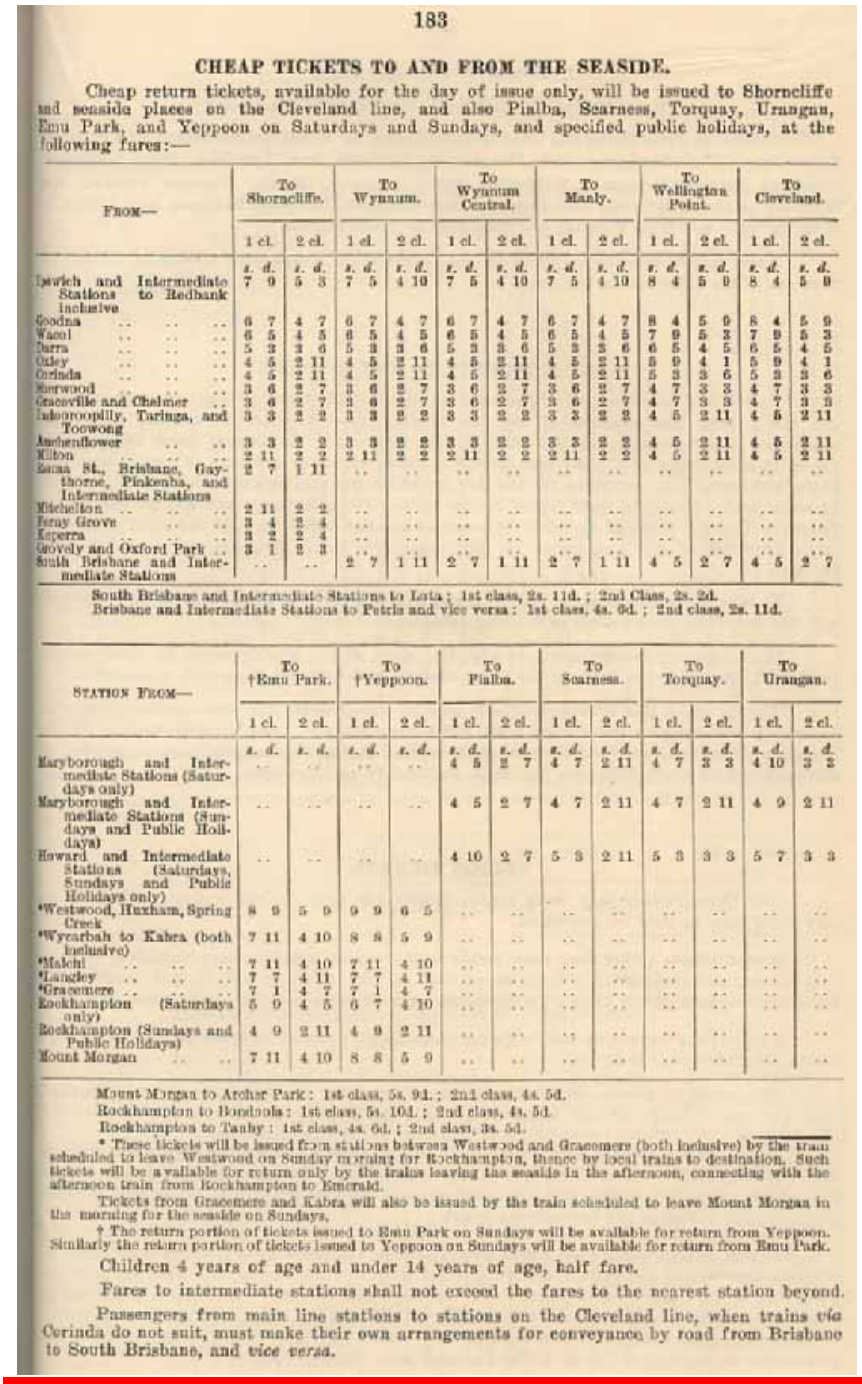
EMU PARK AND YEPPOON TO ROCKHAMPTON.

| Stations. | Pass. Daily Ex. Sun. | Pass. Daily Ex. Sun. | Motor Pass. Sat. only. | Motor Pass. Wed. only. | Motor Pass. Tues. only. | Motor Pass. Sat. only. | Mixed Wed. only. | Mixed Tues. and Fri. | — | — | Alternate Sundays. Pass. | Alternate Sundays. Pass. | Alternate Sundays. Pass. | Alternate Sundays. Pass. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Emu Pk. dep | a.m. 7 15 | a.m. .. | p.m. .. | p.m. .. | p.m. 5 15 | p.m. 5 25 | p.m. 7 45 | p.m. .. | .. | .. | p.m. .. | p.m. 5 5 | p.m. 4 45 | p.m. .. |
| Phillip St. .. d | | | | | d | d | d | | | | d | d | d | |
| Kinka .. d | | | | | d | d | d | | | | d | d | d | |
| Tanby .. d | | | | | d | d | d | | | | d | d | d | |
| Cooroonan d | | | | | d | d | d | | | | d | d | d | |
| Coowonga .. d | | | | | d | d | d | | | | d | d | d | |
| Tungamull .. d | | | | | d | d | d | | | | d | d | d | |
| T'gamull T'k d | | | | | d | d | d | | | | d | d | d | |
| Yeppoon dep | .. | †7 8 | 5 0 | 5 5 | .. | .. | .. | 5 0 | .. | .. | 4 45 | | 5 0 | |
| Barmaryee... | .. | d | d | | .. | .. | .. | d | .. | .. | d | | d | |
| Bondoola .. | .. | d | d | d | .. | .. | .. | d | .. | .. | d | | d | |
| Cawarral .. | .. | a | a | a | .. | .. | .. | d | .. | .. | d | | d | |
| Mt. Chalmers | .. | a | a | a | .. | .. | .. | d | .. | .. | d | | d | |
| Mt. N'bolson | .. | d | d | d | .. | .. | .. | d | .. | .. | d | | d | |
| Sleipner arr | 8 1 | 8 3 | .. | 6 5 | 6 5 | .. | .. | 10 0 | .. | .. | .. | | .. | |
| Sleipner dep | 8 7 | 8 20 | 5 55 | 6 13 | 6 13 | 6 15 | 9 38 | 10 15 | .. | .. | 5 35 | 5 55 | 5 35 | 5 55 |
| Coolcorra .. | .. | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Leabolma .. | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Nankin .. | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Nerimbera .. | Express. | d | d | d | d | d | d | d | .. | .. | Exp. | d | Exp. | d |
| Lakes Creek | | 8 45 | a | a | a | a | 10 5 | 10 50 | .. | .. | 5 50 | 6 13 | 5 50 | 6 13 |
| Berserker .. | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Koongal .. | | .. | d | d | d | d | d | d | .. | .. | .. | d | .. | d |
| Kalka .. | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Nth. R'ton .. | 8 34 | 8 55 | 6 27 | d | 6 45 | 6 47 | 10 22 | 11 7 | .. | .. | 6 0 | 6 26 | 6 0 | 6 26 |
| Gl'more Rd. d | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| Archer P'kR | 8 43 | 9 4 | 6 36 | 6 54 | 6 54 | 6 56 | 10 32 | 11 17 | .. | .. | 6 9 | 6 35 | 6 9 | 6 35 |
| William St. d | | d | d | d | d | d | d | d | .. | .. | d | d | d | d |
| R'kton R arr | 8 50 | 9 12 | 6 45 | 7 2 | 7 3 | 7 5 | 10 40 | 11 25 | .. | .. | 6 17 | 6 43 | 6 17 | 6 43 |

† Connects at Sleipner with train from Emu Park to Rockhampton.
The Express trains run Rockhampton to Emu Park and to Yeppoon and vice versa on Alternate Sundays only.
For dates of running apply to Station-masters
‡ During the Summer Season the trains from Yeppoon and Emu Park on Sundays shown above will from 13th September, 1953, run one hour later than shown.
The times at intermediate stations shown with a letter are the approximate times only.
For notes, (a, d, &c.), see page 1. For fares, see page 163.

and formerly had a substantial passenger rail network serving many surrounding towns. The 1953 timetable refers to this as a suburban service but it was more properly a regional service as relatively few stations were located within the city of Rockhampton itself. The "suburban" area extended south to Toonda (61km) on the main coastal line from Brisbane to Cairns (*The Sunshine Route*), south-west to Muranu (50 km) just past Mount Morgan on the *Callide Valley Line*, west to Westwood (48 km) on the main line inland, north-west to Ridgelands (30 km), north to Canoona (48 km) on *The Sunshine Route*, and east to Emu Park (50 km) and Yeppoon (54 km).

The branch to Emu Park and Yeppoon left *The Sunshine Route* at Glenmore Road, 3km from Rockhampton station, after trains had traversed the famous Denison Street on-road section. It continued to the settlement of Sleipner (22 km) where the line forked eastwards to Emu Park and north-east to Yeppoon. These two towns differed from other destinations in one important respect: they both had surf beaches to attract the salt air starved residents of Rockhampton.



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**CHEAP TICKETS TO AND FROM THE SEASIDE.**

Cheap return tickets, available for the day of issue only, will be issued to Shorncliffe and seaside places on the Cleveland line, and also Pialba, Scarness, Torquay, Urangan, Emu Park, and Yeppoon on Saturdays and Sundays, and specified public holidays, at the following fares:—

| From— | To Shorncliffe. | | To Wynnum. | | To Wynnum Central. | | To Manly. | | To Wellington Point. | | To Cleveland. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Dewich and Intermediate Stations to Redbank inclusive | 7 9 | 5 3 | 7 5 | 4 10 | 7 5 | 4 10 | 7 5 | 4 10 | 8 4 | 5 9 | 8 4 | 5 9 |
| Goodna .. .. .. | 6 7 | 4 7 | 6 7 | 4 7 | 6 7 | 4 7 | 6 7 | 4 7 | 8 4 | 5 9 | 8 4 | 5 9 |
| Wacol .. .. .. | 6 5 | 4 5 | 6 5 | 4 5 | 6 5 | 4 5 | 6 5 | 4 5 | 7 9 | 5 3 | 7 9 | 5 3 |
| Darra .. .. .. | 5 3 | 3 6 | 5 3 | 3 6 | 5 3 | 3 6 | 5 3 | 3 6 | 6 5 | 4 5 | 6 5 | 4 5 |
| Oxley .. .. .. | 4 5 | 2 11 | 4 5 | 2 11 | 4 5 | 2 11 | 4 5 | 2 11 | 5 9 | 4 1 | 5 9 | 4 1 |
| Corinda .. .. .. | 4 5 | 2 11 | 4 5 | 2 11 | 4 5 | 2 11 | 4 5 | 2 11 | 5 3 | 3 6 | 5 3 | 3 6 |
| Sherwood .. .. | 3 6 | 2 7 | 3 6 | 2 7 | 3 6 | 2 7 | 3 6 | 2 7 | 4 7 | 3 3 | 4 7 | 3 3 |
| Graceville and Chelmer .. | 3 6 | 2 7 | 3 6 | 2 7 | 3 6 | 2 7 | 3 6 | 2 7 | 4 7 | 3 3 | 4 7 | 3 3 |
| Indooroopilly, Taringa, and Toowong | 3 3 | 2 2 | 3 3 | 2 2 | 3 3 | 2 2 | 3 3 | 2 2 | 4 5 | 2 11 | 4 5 | 2 11 |
| Auchenflower .. .. | 3 3 | 2 2 | 3 3 | 2 2 | 3 3 | 2 2 | 3 3 | 2 2 | 4 5 | 2 11 | 4 5 | 2 11 |
| Milton .. .. .. | 2 11 | 2 2 | 2 11 | 2 2 | 2 11 | 2 2 | 2 11 | 2 2 | 4 5 | 2 11 | 4 5 | 2 11 |
| Roma St., Brisbane, Gaythorne, Pinkenba, and Intermediate Stations | 2 7 | 1 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Mitchelton .. .. .. | 2 11 | 2 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Ferny Grove .. .. | 3 4 | 2 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Keperra .. .. .. | 3 2 | 2 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Grovely and Oxford Park .. | 3 1 | 2 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| South Brisbane and Intermediate Stations | .. | .. | 2 7 | 1 11 | 2 7 | 1 11 | 2 7 | 1 11 | 4 5 | 2 7 | 4 5 | 2 7 |

South Brisbane and Intermediate Stations to Lota: 1st class, 2s. 11d.; 2nd Class, 2s. 2d.
Brisbane and Intermediate Stations to Petrie and vice versa: 1st class, 4s. 6d.; 2nd class, 2s. 11d.

| Station From— | To †Emu Park. | | To †Yeppoon. | | To Pialba. | | To Scarness. | | To Torquay. | | To Urangan. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. | 1 cl. | 2 cl. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Maryborough and Intermediate Stations (Saturdays only) | .. | .. | .. | .. | 4 5 | 2 7 | 4 7 | 2 11 | 4 7 | 3 3 | 4 10 | 3 3 |
| Maryborough and Intermediate Stations (Sundays and Public Holidays) | .. | .. | .. | .. | 4 5 | 2 7 | 4 7 | 2 11 | 4 7 | 2 11 | 4 9 | 2 11 |
| Howard and Intermediate Stations (Saturdays, Sundays and Public Holidays only) | .. | .. | .. | .. | 4 10 | 2 7 | 5 3 | 2 11 | 5 3 | 3 3 | 5 7 | 3 3 |
| *Westwood, Huxham, Spring Creek | 8 9 | 5 9 | 9 9 | 6 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| *Wyearbah to Kabra (both inclusive) | 7 11 | 4 10 | 8 8 | 5 9 | .. | .. | .. | .. | .. | .. | .. | .. |
| *Malchi .. .. .. | 7 11 | 4 10 | 7 11 | 4 10 | .. | .. | .. | .. | .. | .. | .. | .. |
| *Langley .. .. .. | 7 7 | 4 11 | 7 7 | 4 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| *Gracemere .. .. .. | 7 1 | 4 7 | 7 1 | 4 7 | .. | .. | .. | .. | .. | .. | .. | .. |
| Rockhampton (Saturdays only) | 5 9 | 4 5 | 6 7 | 4 10 | .. | .. | .. | .. | .. | .. | .. | .. |
| Rockhampton (Sundays and Public Holidays) | 4 9 | 2 11 | 4 9 | 2 11 | .. | .. | .. | .. | .. | .. | .. | .. |
| Mount Morgan .. .. | 7 11 | 4 10 | 8 8 | 5 9 | .. | .. | .. | .. | .. | .. | .. | .. |

Mount Morgan to Archer Park: 1st class, 5s. 9d.; 2nd class, 4s. 5d.
Rockhampton to Bondoola: 1st class, 5s. 10d.; 2nd class, 4s. 5d.
Rockhampton to Tanby: 1st class, 4s. 6d.; 2nd class, 3s. 5d.

* These tickets will be issued from stations between Westwood and Gracemere (both inclusive) by the train scheduled to leave Westwood on Sunday morning for Rockhampton, thence by local trains to destination. Such tickets will be available for return only by the trains leaving the seaside in the afternoon, connecting with the afternoon train from Rockhampton to Emerald.

Tickets from Gracemere and Kabra will also be issued by the train scheduled to leave Mount Morgan in the morning for the seaside on Sundays.

† The return portion of tickets issued to Emu Park on Sundays will be available for return from Yeppoon. Similarly the return portion of tickets issued to Yeppoon on Sundays will be available for return from Emu Park.

Children 4 years of age and under 14 years of age, half fare.

Fares to intermediate stations shall not exceed the fares to the nearest station beyond.

Passengers from main line stations to stations on the Cleveland line, when trains *via* Corinda do not suit, must make their own arrangements for conveyance by road from Brisbane to South Brisbane, and *vice versa*.

The 1953 timetable **(our p. 12, opposite)** shows two distinct forms of passenger service. There was provision for commuters working in Rockhampton, while other trains seem to have catered mostly to the beach traffic. There were also a few mixed trains which could also double as beach trains, should the passenger want a leisurely journey and an extended time at the beach.

Monday to Saturday commuters were provided with an early morning train from each of Emu Park and Yeppoon, with corresponding after work departures from Rockhampton (allowing for half-day work on Saturdays). One feature of all commuter services was the choice of express or slower train between Rockhampton and the junction at Sleipner for both Emu Park and Yeppoon passengers. My guess is that the express carried considerably more passengers than the slower train.

The remaining traffic to Emu Park and Yeppoon was geared towards a morning departure from Rockhampton and an afternoon or evening departure from the other end. This suggests that many of the passengers were Rockhampton people visiting the seaside. Monday and Thursday saw no traffic of this type. On Tuesday a motor passenger (rail motor) left Rockhampton at 9.25 am bound for Emu Park, while a mixed train left at 10.00 am bound for Yeppoon. The corresponding return journeys left Emu Park at 5.15 pm and Yeppoon at 8.00 pm. On Wednesday, Yeppoon was graced with the motor passenger while Emu Park had the mixed. Friday saw the mixed again to Yeppoon but no train to Emu Park.

On Saturday the motor passenger left Rockhampton at 9.10 am for Yeppoon and at 9.25 am for Emu Park, returning at 5.00 pm and 5.15 pm respectively. Of course, any Rockhampton resident needing to work on Saturday morning could catch the commuters' express train at 11.55 am and still have time at the beach.

With no commuter trains, Sunday was reserved for beach traffic. One passenger train left Rockhampton at 9.00 am and ran express, while a second slower train left at 9.15. However, the service pattern was unlike any other in the timetable. There were in fact two sets of times published: one set had the 9.00 am

express bound for Emu Park with the 9.15 train destined for Yeppoon, while the other set dispatched the 9.00 express to Yeppoon and the 9.15 to Emu Park. Each set applied on alternate Sundays, but it was necessary to obtain actual dates from station masters.

What is the explanation? My theory is that these trains delivered substantial beachgoer patronage to Yeppoon and Emu Park. The business houses in each town would naturally have preferred that this patronage be diverted in their direction and would doubtless have made the appropriate authorities aware of their concerns. As an arm of government, Queensland Railways would have considered this matter when formulating their timetables, bearing in mind that a trainload of people delivered to a small town would have a beneficial effect on that town's economy.

Given the need to appear fair to all, I believe that Queensland Railways opted to take an even handed approach by attempting to divide the beach traffic equally between Emu Park and Yeppoon. But how was this done? My theory of the rationale for Queensland Railways' "alternate Sunday" approach goes like this. For a relaxing day out at the beach, most passengers would probably arrive at the railway station some time before departure of the first train of the day, and would board this train without worrying too much about the actual destination. Therefore, by directing this train alternately to Emu Park and Yeppoon, Queensland Railways would be seen to treat each town in an equally fair manner. The second train of the day would still deliver some passengers to the other town and this would seem to be fair to both shopkeepers and beachgoers.

The 1953 timetable also contains comprehensive tables of fares. Travellers between Rockhampton and Emu Park & Yeppoon could purchase first and second class tickets in many varieties: single, return, ordinary excursion, season (one, three, six and twelve months), workers' weekly (second class only and endorsed "male" or "female") and cheap excursion tickets to and from the seaside.

The cheap seaside fares to Emu Park and Yeppoon were further divided into Saturday fares and even cheaper Sunday & public holiday fares **(our page 13)**. The Sunday fares were identical for both Emu Park and Yeppoon, while all other fares reflected the slightly longer distance to Yeppoon. All in all, Queensland Railways seem to have taken every effort to be equally fair in allocating the presumably lucrative Sunday traffic between Emu Park and Yeppoon. The Sunday tickets also allowed passengers to travel to one town and return from the other. This was possible by traversing the *Scenic Highway* between the two towns by private motor coach at an additional cost.

Finally, residents of Emu Park and Yeppoon could also purchase Saturday and Sunday cheap seaside tickets for same day return travel to Rockhampton, although the timetable indicates this would be impossible on a Sunday!

Fifty years on, there are no passenger rail services from Rockhampton to Emu Park and Yeppoon. How do today's beachgoers decide which spot to visit? Perhaps they ask their parents and grandparents who might reply: "Well, one Sunday the train took us to Yeppoon and then the next Sunday it took us to Emu Park - but we didn't care where the train went so long as it didn't break

# David Hennell's Timetable Quiz

***ROBERT HENDERSON** scored high on David Hennell's quiz in the February edition– he was there.*

May I presume to query the basis of question 11 of David's quiz in the February 2004 issue of *The Times* and therefore also the answer in the March issue.

Question 11 asks us to identify the timetable for a suburban electric service which shows that are three distinct routes operating during most of each peak period but only one route at other times. In his answer, however, David states that "apart from . . . occasional normal route trips, [there are] three peak period routes . . ." This means that, in total, there were FOUR distinct routes during peak periods, namely the "normal" one plus the three that he lists in the answer.

The figure of FOUR distinct routes can be seen from the illustration accompanying the answer, that is, the two pages of the Rockdale-Kogarah-Sans Souci-Dolls Point trolley bus timetable dated 23 November 1952. Looking at the timetable enabled me to confirm what I can recall from having ridden the trolley buses during my school days, that there were in fact four distinct routes. I also looked at the earliest Kogarah trolley bus timetable (dated 11 February 1957) in my own collection was and it shows a similar pattern to the 1952 timetable.

When the trips that David describes as being the "normal" trips approached Sans Souci, they proceeded in the southbound carriageway of Rocky Point Road to the southernmost point on the small trolley bus system, which was where the buses performed a "u-turn" in Rocky Point Road at a point which is now on the northern approach to the Captain Cook Bridge. This point was regarded as the Sans Souci terminus. Such trips then retraced their journey from the u-turn for short distance northwards back along Rocky Point Road, this time in the northbound carriageway, and turned right into Fontainebleau Street. In the timetable, these trips are shown as having a time under the "Sans Souci" timing point. In the illustrated timetable, the 7.49am trip from Kogarah and return to Rockdale is an example of such a trip. According to the late Ken McCarthy's article in the February 1963 issue of *Electric Traction*, the destination sign for those trips was "Sandringham, Dolls Pt via Sans Souci".

Quite separately from that, however, were the trips which had the letter "F" under the Sans Souci timing point. These trips, instead of proceeding to the Sans Souci u-turn, turned left from the southbound carriageway of Rocky Point Road into Fontainebleau

*(Continued on page 19)*

# Freud on the interpretation of timetables

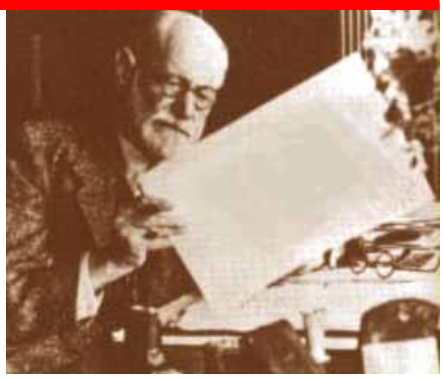
*(Famous timetable collectors #1 of a series)*

It is not generally recognised that Sigmund Freud, noted psychoanalyst and closet harmonica player was also one of the world's first timetable collectors and in fact founded the *Bavarische Institut für Horolalgesellschaft*- the Bavarian Timetable Institute.

Young Sigmund was born in 1856 in Freiberg, Moravia, now known as the Czech Republic. Always a sickly child, he became enraptured with Kursbuchs at an early age. In his later psychoanalytical stage, he attributed this fixation to being struck on the head by a Baedecker carelessly thrown from the passing Simplon Orient Express by Agatha Christie, who was researching one of her thrillers at the time. Freud's biographers have discounted this as a fable, not the least because of Christie's known preference for Cooks Continental Timetable over Baedecker- and because she hadn't been born when Freud was an infant. Other sceptics point out that the Orient Express did not commence running through Vienna until 1886, a fact Freud knew because he incorporated it into his family coat of arms (page 16).

But that's as maybe, in any event Sigmund pestered his parents from an early age for a copy of the Austrian equivalent of Ian Allan's ABC guide to locomotives and could be seen every evening after school hanging out with the other spotters at the end of No. 1 Bahnsteig at the local Hauptbanhoff. It was here, while filling in time between dampfloks, that Freud first spotted a wall-sheet timetable- and was immediately entranced. He said in later years that he was attracted by the orderly march of numbers and symbols across and down the page. It was typical of Freud's well-known obsessive- nay even Aspergian- personality that tabular information would appeal to him. Sigmund's parents were soon rescuing him from the attentions of the local transit police after he was caught steaming one such timetable from its display board, using a pressure line he had hooked up to his favourite lok.- *Die Wahnsinnige*. Freud forever treasured this—his first timetable—and even when near death's door at his home in Hampstead England would often take it out and fondle it

In his Gymnasium (grammar school) days, Freud was the butt of ridicule and many practical jokes by his fellow students, who regarded his obsession with collecting every edition of the Working Time Table as a symptom of sissiness, if not outright homosexuality. Freud was to deny it in his declining years, but his compatriot Carl Jung later voiced the opinion that it was Freud's suppression of these unpleasant taunts—and not the classic primal scene—that lead Freud down a long and tortuous path towards the psychoanalysis of repressed memories as a driving force for the Id. Freud's doctoral thesis was particularly interesting in that he made his first use of these analytical techniques to examine the sublimation of his natural libidinous instincts towards a fixation of the terminology and symbolism of the Bavarian State Railways Fahrplan. Here he developed his later notorious railway 'symbolic equivalences', such as trains in tunnels (timetables of tunnel lines were always his favourites—see the BLS WTT from his collection at right and our cover), the previously unguessed at unconscious meanings behind the term 'fly shunting' and the disturbing motives behind Bradshaw's selection of symbols such as *, ♥ and ♣ in the compilation his timetable. He went on to give an explanation of the importance attached to the shape of the locomotive chimney top by railway enthusiasts- an assertion that so offended his fellow



***Freud and his first wall-sheet timetable. They were both still well-preserved in the 1930s. He had cleverly steamed the timetable off the notice board at the Vienna Hauptbanhoff.***

Berner Alpenbahn-Gesellschaft

Bern-Lötschberg-Simplon

und mitbetriebene Linien

(S. E. B., E. Z. B., G. T. B. und B. S. B.)

Bern-Neuenburg-Bahn

(Direkte Linie).

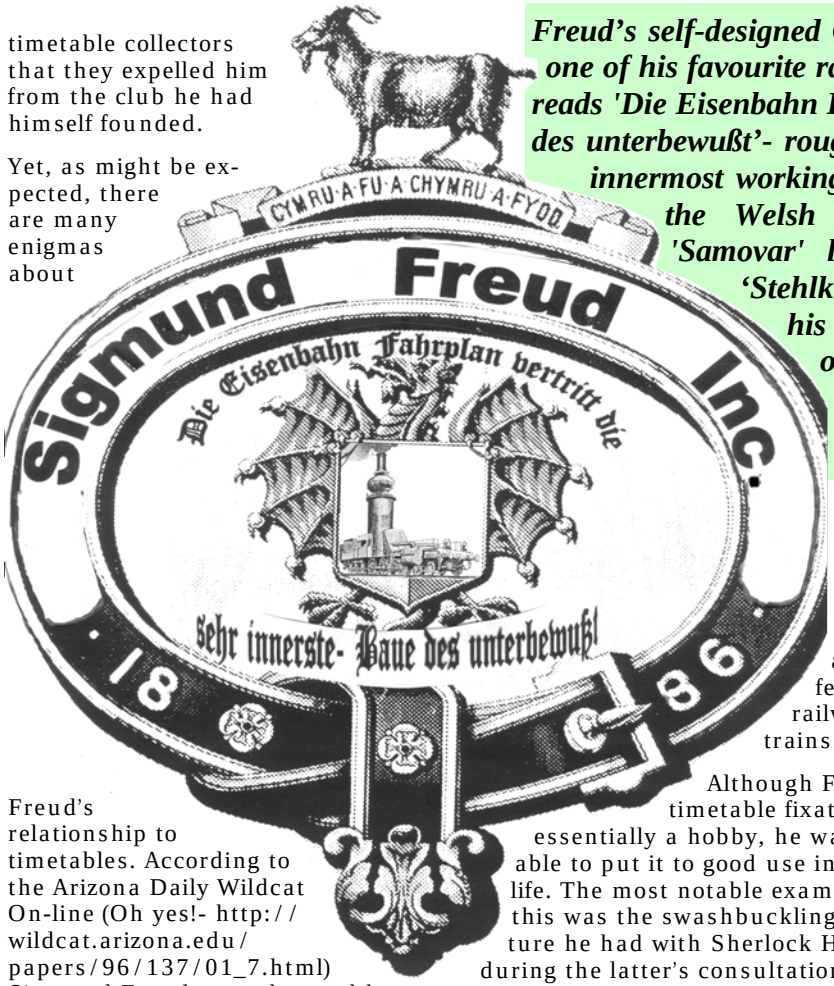
**Dienstfahrplan.**

Gültig vom 15. Mai 1933 bis 14. Mai 1934.

Bern.
Buchdruckerei Eicher & Roth.
1933.

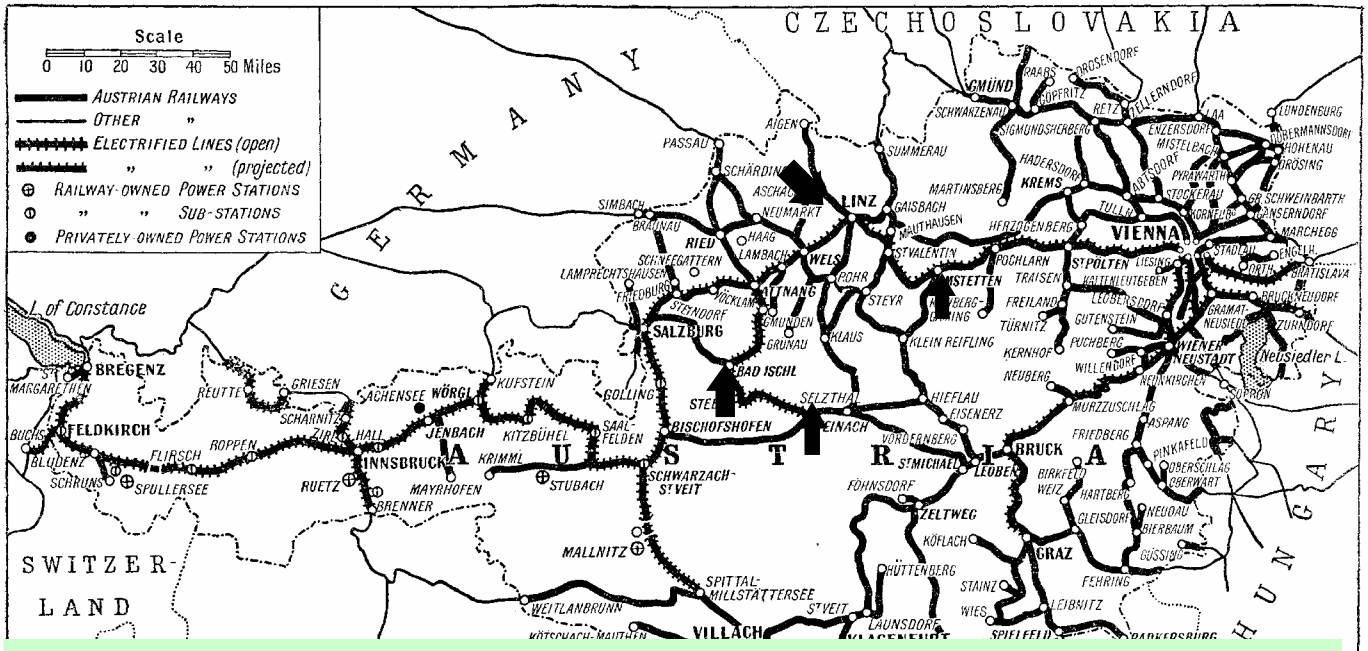
timetable collectors that they expelled him from the club he had himself founded.

Yet, as might be expected, there are many enigmas about Freud's relationship to timetables. According to the Arizona Daily Wildcat On-line (Oh yes!- http://wildcat.arizona.edu/papers/96/137/01_7.html) Sigmund Freud never learned how to read a railway timetable and he was always accompanied on journeys. Other sources say that he harboured a morbid fear of railway trains.




***Freud's self-designed Coat of Arms. Loosely based on that of one of his favourite railways—The Taff Vale—the inscription reads 'Die Eisenbahn Fahrplan vertritt die sehr innerste- Baue des unterbewußt'- roughly translated as 'timetables reveal the innermost workings of the unconscious' Freud described the Welsh inscription as 'untranslatable'. The 'Samovar' locomotive, which he described as a 'Stehlkesseltenderlok' came to him in one of his opium-induced dreams. The goat, another Welsh symbol, is reputed to refer to a incident in Freud's childhood, involving his Nanny.***

Although Freud's timetable fixation was essentially a hobby, he was often able to put it to good use in real life. The most notable example of this was the swashbuckling adventure he had with Sherlock Holmes during the latter's consultation with Freud over his cocaine addiction. The story, recounted in Nicholas Meyer's *The Seven-Percent Solution* (Ballantine Books NY 1974), involved a breakneck train chase across Austria to capture the notorious Baron Von Leinsdorf, who had kidnapped the lovely Nancy Osborne Slater. It was Freud's encyclopaedic knowledge of Austrian railway timetables and of its complex track work that enabled the pair's commandeered train to head off the Baron's own train via the Bad Ischl cut-off, and effect a rescue. It may have prevented an 1891 outbreak of World War I—something for a timetable collector to crow about.

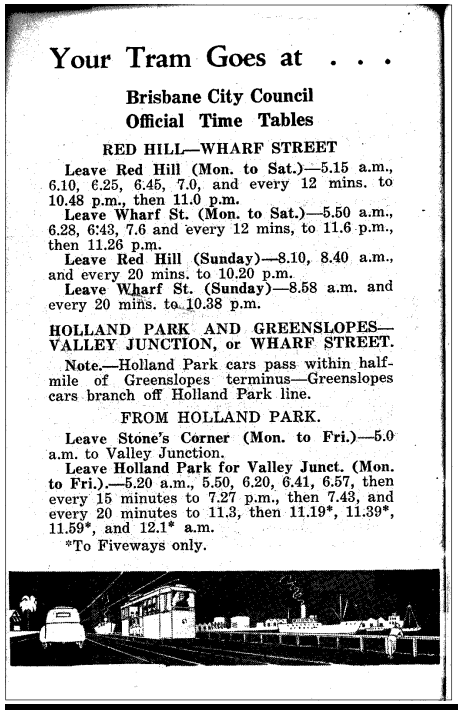



***The Great Chase. Through his clever knowledge of timetables, Freud was able to direct Sherlock Holmes' purloined train south through Amstetten, Steinach and Bad Ischl (arrows) catching Baron Von Leinsdorf's own Vienna-Salzburg special (which had come by the congested Linz route to the north), just before the border at Salzburg. According to historians, the successful chase avoided an early outbreak of World War I.***

# Metropolitan Timetable and Guide Book– Brisbane, November 1937

**STEVEN HABY** *reviews a commercial bus timetable from Brisbane's post-Depression days, currently up for sale in AATTC's Auction #21.*

This item is described as being "An informative guide to city and seaside, together with tram, train and bus timetables". On first glance at the timetable, it is clear just what a wonderful amount of information is provided. Not only does this booklet contain timetable schedules, but also many advertisements, day touring and sightseeing information, which could be readily, accessed by tram, train or bus. Additionally there is ancillary information on best fishing spots and golf clubs in the greater Brisbane area.



Your Tram Goes at . . .

**Brisbane City Council**
**Official Time Tables**

RED HILL—WHARF STREET

**Leave Red Hill (Mon. to Sat.)**—5.15 a.m., 6.10, 6.25, 6.45, 7.0, and every 12 mins. to 10.48 p.m., then 11.0 p.m.
**Leave Wharf St. (Mon. to Sat.)**—5.50 a.m., 6.28, 6.43, 7.6 and every 12 mins, to 11.6 p.m., then 11.26 p.m.
**Leave Red Hill (Sunday)**—8.10, 8.40 a.m., and every 20 mins. to 10.20 p.m.
**Leave Wharf St. (Sunday)**—8.58 a.m. and every 20 mins. to 10.38 p.m.

HOLLAND PARK AND GREENSLOPES—VALLEY JUNCTION, or WHARF STREET.

**Note.**—Holland Park cars pass within half-mile of Greenslopes terminus—Greenslopes cars branch off Holland Park line.

FROM HOLLAND PARK.

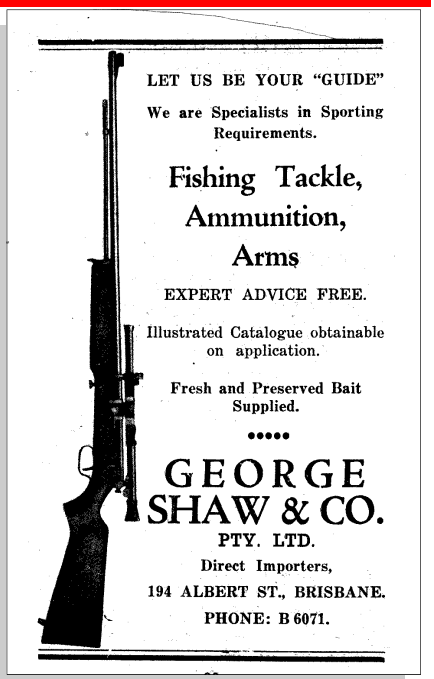
**Leave Stone's Corner (Mon. to Fri.)**—5.0 a.m. to Valley Junction.
**Leave Holland Park for Valley Junct. (Mon. to Fri.)**.—5.20 a.m., 5.50, 6.20, 6.41, 6.57, then every 15 minutes to 7.27 p.m., then 7.43, and every 20 minutes to 11.3, then 11.19*, 11.39*, 11.59*, and 12.1* a.m.
*To Fiveways only.

Some of the advertisements featured are reflections of the importance of certain items to society of the era, which today would be seen a "politically incorrect" (image of p90 – advert of gun/ammunition shop, right). This advert for the firearms shop would not get such prominent publicly today.

The booklet is an absolute gem, with full compiled details of tram, train and bus schedules in summary formats. Information is readily accessible from the index, which quickly points you to the table you wish to view. In addition each section begins with a lovely image of the service, be it train, tram or bus. (see left; bottom p 18).

Of the services that have always been of interest to me, the Pinkenba line is always the first table of services I refer to. Pinkenba features prominently in this timetable with a wonderful array of services on the line (next page). The range of services provides a mix of frequencies to cater for the industrial area and small hamlet of Pinkenba as well as shorter trips to Ascot/Winstanes-Doomben for the local racecourse.

A quick comparison of services show how frequencies on this line has changed (see Table, p. 17):



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•••••

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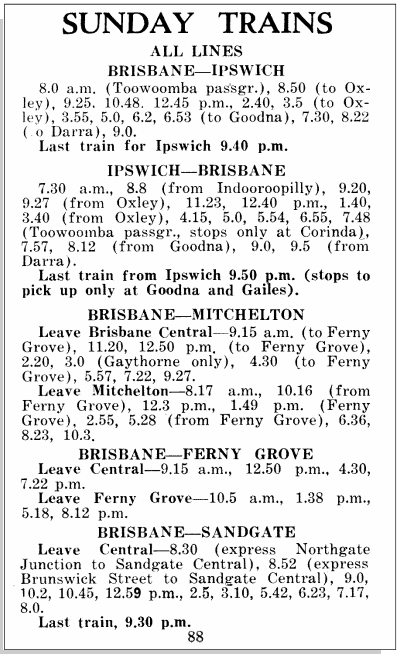
194 ALBERT ST., BRISBANE.

PHONE: B 6071.

***Notes to table:*** ** Combined rail-bus services (Pinkenba to Doomben/Pinkenba to Eagle Junction)*

*Services in brackets refers to additional bus services Doomben/Ascot to Eagle Junction)*

As can be seen from the Table, there has been a net increase in service to Pinkenba on Monday to



SUNDAY TRAINS

ALL LINES

BRISBANE—IPSWICH

8.0 a.m. (Toowoomba passgr.), 8.50 (to Oxley), 9.25. 10.48. 12.45 p.m., 2.40, 3.5 (to Oxley), 3.55, 5.0, 6.2, 6.53 (to Goodna), 7.30, 8.22 ( o Darra), 9.0.
**Last train for Ipswich 9.40 p.m.**

IPSWICH—BRISBANE

7.30 a.m., 8.8 (from Indooroopilly), 9.20, 9.27 (from Oxley), 11.23, 12.40 p.m., 1.40, 3.40 (from Oxley), 4.15, 5.0, 5.54, 6.55, 7.48 (Toowoomba passgr., stops only at Corinda), 7.57, 8.12 (from Goodna), 9.0, 9.5 (from Darra).
**Last train from Ipswich 9.50 p.m. (stops to pick up only at Goodna and Gailes).**

BRISBANE—MITCHELTON

**Leave Brisbane Central**—9.15 a.m. (to Ferny Grove), 11.20, 12.50 p.m. (to Ferny Grove), 2.20, 3.0 (Gaythorne only), 4.30 (to Ferny Grove), 5.57, 7.22, 9.27.
**Leave Mitchelton**—8.17 a.m., 10.16 (from Ferny Grove), 12.3 p.m., 1.49 p.m. (Ferny Grove), 2.55, 5.28 (from Ferny Grove), 6.36, 8.23, 10.3.

BRISBANE—FERNY GROVE

**Leave Central**—9.15 a.m., 12.50 p.m., 4.30, 7.22 p.m.
**Leave Ferny Grove**—10.5 a.m., 1.38 p.m., 5.18, 8.12 p.m.

BRISBANE—SANDGATE

**Leave Central**—8.30 (express Northgate Junction to Sandgate Central), 8.52 (express Brunswick Street to Sandgate Central), 9.0, 10.2, 10.45, 12.59 p.m., 2.5, 3.10, 5.42, 6.23, 7.17, 8.0.
**Last train, 9.30 p.m.**

88

| Year | Ascot | Whinstanes-Doomben | Pinkenba |
|---|---|---|---|
| Mon to Fri | | | |
| 1937 | 16 | 13 | 12 |
| 1984 | 12 | 11 | 8 |
| 2000 | 14 (32) | 14 (32) | 15* |
| Saturday | | | |
| 1937 | 17 | 13 | 13 |
| 1984 | 12 | 12 | 2 |
| 2000 | 9 (16) | 9 (16) | 2* |
| Sunday | | | |
| 1937 | 7 | 7 | 6- |
| 1984 | - | - | - |
| 2000 | (11) | (11) | (2) |

TRAIN SERVICES (Continued)—

Sndgate Cent. to Brunswick St.), 9.15, 10.7, 11.51, 1.6 p.m. (Sat. only), 1.10 (except Sat.), 1.48 (except Sat.), 2.18 (Sat. only), 3.16, 4.33, 5.35, 6.0 (Sat. only), 6.23 (except Sat.), 6.48 (Sat. only), 6.53 (except Sat.), 7.48 (Sat. only), 8.53, 9.33, 10.23, 11.35 (Sat. only, to Albion).

**Leave Northgate Junction**—Additional, 5.25 a.m., 7.54, 8.27, 3.59 p.m. (Tues., Fri., Sat., exp.), 6.7 (except Sat.).

## BRISBANE—PINKENBA

**Leave Central**—6.13 a.m., 6.49, 7.35 (to Ascot), 9.0, 11.30 (Mon. and Sat. only), 11.30 (mixed, Tues., Wed., Thurs., Fri.) 12.7 (Sat. only, to Whinstanes), 12.35 (Sat. only, to Whinstanes), 1.2 (except Sat., to Whinstanes), 12.52 p.m. (Sat. only), 1.20 (Sat. only, to Ascot), 2.1 (except Sat.), 2.7 (Sat. only), 3.13, 4.13 (Sat. only), 4.20 (except Sat.), 4.44 (except Sat., to Ascot), 5.15 (except Sat.), 5.17 (Sat. only), 5.53 (except Sat.), 6.11 (except Sat., to Ascot), 6.11 (Sat. only), 7.50, 9.6, 10.13.

**Last train leaves for Pinkenba, 11.17 p.m.**

**Leave Pinkenba**—7.0 a.m., 7.30, 8.10, 9.55, 12.14 p.m. (Sat. only), 12.25 (except Sat.), 1.55 (Sat. only), 2.54, 4.0, 5.0 (Sat. only), 5.9 (except Sat.), 6.1, 7.10, 8.38, 9.55.

**Leave Ascot**—Additional, 8.4 a.m., 1.48 p.m. (Sat. only), 5.15 (except Sat.), 6.53 (except Sat.).

**Leave Whinstanes**—Additional, 12.38 p.m. (Sat. only), 1.24 (Sat. only), 1.38 (except Sat.).

**Last train leaves Pinkenba, 11.0 p.m.**





## BRISBANE—PETRIE

**Leave Central**—4.55 a.m. (Gympie goods), 6.16 (Zillmere only), 8.0, 8.24 (exp. from Northgate), 9.50, 11.0 (Sat. only), 11.15 (except Sat.), 11.45 (Mon., Thur., Fri.), 12.2 (Sat. only, Zillmere only), 12.15 p.m. (Sat. only; does not stop Bowen Hills and Mayne Junction), 12.32 (Sat. only (stops Bowen Hills and Mayne Junction only if required to pick up passengers for beyond Northgate Junction), 1.0 (exp. from Brunc. St., Sat. only), 1.5 (Sat. only), 3.47, 4.30 (except Sat.; does not set down at Bowen Hills), 5.0 (from Central, except Sat. (express), 5.2 (Sat. only), 5.24 (except Sat.), 5.43 (except Sat., Zillmere only), 6.5 (except Sat.), 6.5 (Gympie, Sat. only; exp. Brunswick St. to Eagle Junc.), 8.20, 10.30 (Mon., Tues., Wed., Thurs.), 11.8 (passger., Fri. and Sat., runs to Caboolture Sat.; exp. Brunswick St. to Wooloowin).

**SUNDAY TRAINS—PAGES 88-89.**

**Leave Petrie**—6.25 a.m., 6.56 (from Zillmere), 6.59, 7.32, 9.23, 10.49 (exp. to N. Junction), 10.56, 12.5 p.m. (Sat. only), 12.19 (except Sat.), 12.45 (from Zillmere, Sat. only), 1.29 (Sat. only), 1.49 (Sat. only), 3.12 (Tues., Fri., Sat.), 4.47 (Sat. only), 4.56 (except Sat.), 5.28 (mail, except Sat., exp. to N. Junction), 5.34 (Sat. only), 5.51 (except Sat.), 6.28 (from Zillmere, except Sat.), 6.14 (Sat. only), 6.32 (except Sat.), 9.33.



Friday (although passenger train services no longer go past Doomben) and a decrease in services Saturday and Sunday (above).

In addition to rail services, there are summary tables of Tram and Bus services. These provide an insight into the intense tram services which once operated in Brisbane.

Also provided are some outer urban rail services and a summary of mail trains (right). These services cover Tweed Heads/Southport, Beaudesert and Canungra lines, both of which no longer exist, although the Gold Coast line now exists but follows a different alignment.

A further interesting feature of this timetable is the inclusion of a map (our p. 19), which makes a centre fold in timetable. This shows some history of the time when South Brisbane and Roma Street were not connected. In addition, South Brisbane Station is show as two different stations (Melbourne Street for Southside Suburban/Outer-urban Trains and Kyogle Station for interstate trains?).

This timetable is a wonderful piece of Brisbane history and is a must for anyone interested in Brisbane trams and early rail and bus services. Happy bidding....

# Mail Trains

### DEPARTURES

Sydney Limited (via Grafton), leaves South Brisbane 11 a.m. daily, including Sunday.

Sydney (via Wallangarra), leaves Central 8 a.m. daily except Sunday.

Western leaves Central Tuesday and Friday, 2.55 p.m.

Rockhampton leaves Central 9 p.m., Sunday, Monday, Tuesday, Thursday; 7.30 p.m., Wednesday, Fridays.

Townsville and Cairns leave Central, Tuesdays, Wednesdays, Thursdays, and Sundays, 7.30 p.m.; Friday, 7.30 p.m., for Townsville.

### ARRIVALS

Sydney Limited, 2.30 p.m. daily.

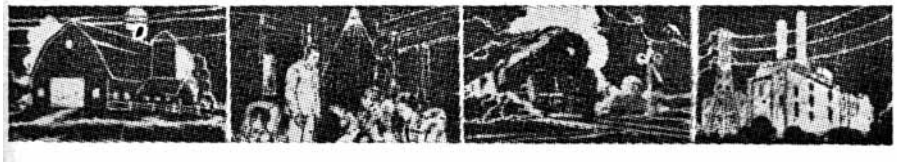
Sydney (via Wallangarra), 6.11 p.m., except Sunday.

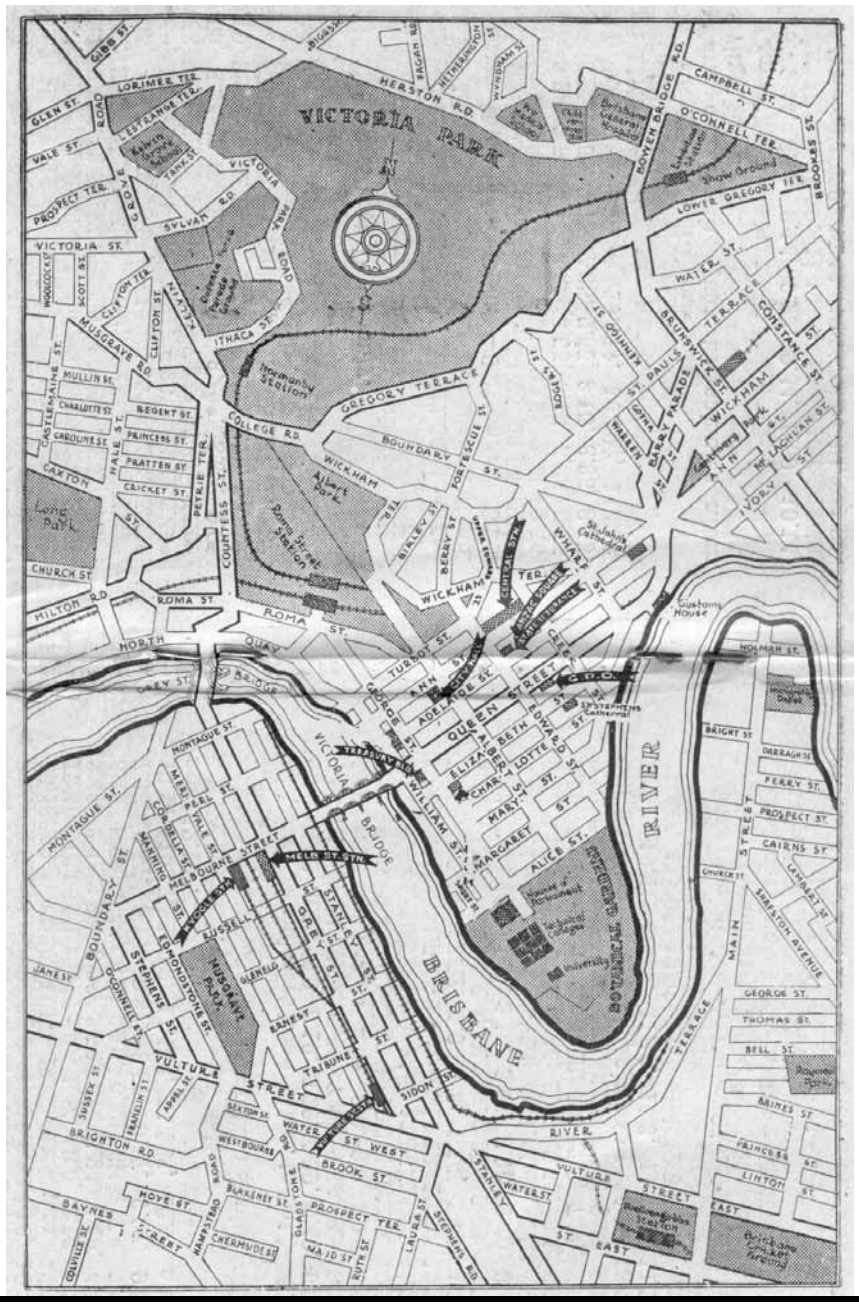
Townsville, 8.30 a.m., daily, except Saturday and Mondays.

Rockhampton, 6.0 a.m., Wednesday, Friday, Saturday, Sunday; 6.30 a.m., Tuesday and Thursday.

Western, 11.31 a.m., Tuesdays and Fridays.

Gympie, 11.28 a.m. daily, except Sunday; 6.8 p.m. daily, except Saturday and Sunday; 5.12 p.m. Saturday; 6.4 p.m. Sunday; 8.30 a.m. Monday (from Beaudesert).






*(Continued from page 14)*

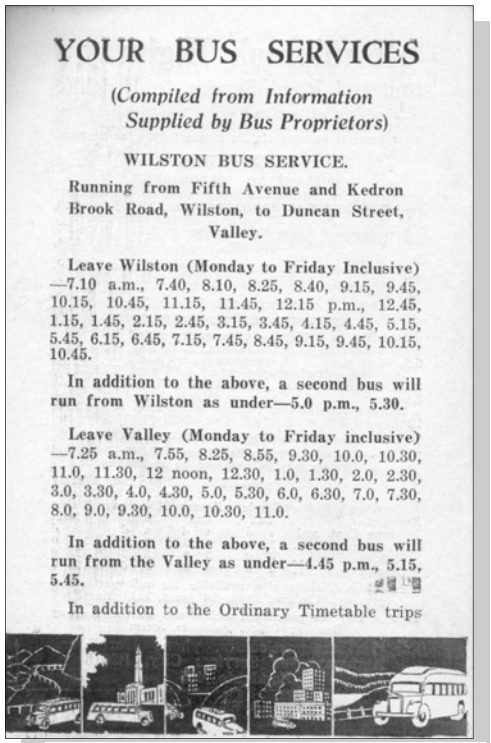
Street. In the illustrated timetable, the 6.33am trip from Rockdale and return is an example of such a trip. The destination sign for those trips was "Sandringham, Dolls Pt via Fontainebleau St".

Add to these two routes those mentioned in the first and third dot points of David's answer and you have the figure of four distinct routes.

The difference between the "normal" route and that with the "F" symbol is a subtle one, but genuine. It may perhaps be a little confusing for those who are not familiar with the layout of the wiring of this small, but slightly complex, trolley bus system. Confusion may arise because both routes traversed Fontainebleau Street, but only the "normal" trips also ran via the Sans Souci u-turn.

As far as I recall, the replacing Route 476 diesel buses initially followed the same route patterns as the trolley buses. However, in the lead-up to the opening of the Captain Cook Bridge in 1965, the ability to perform a u-turn on what came to be a very busy through road was denied and the "normal" route of the Route 477 buses has since been to turn left from the southbound carriageway of Rocky Point Road into Fontainebleau Street, the same as trolley bus trips marked with "F" under the Sans Souci timing point.

The accompanying map (right) of the trolley bus wiring may help to clarify the various routes that the Kogarah trolley buses took.



# YOUR BUS SERVICES

*(Compiled from Information Supplied by Bus Proprietors)*

WILSTON BUS SERVICE.

Running from Fifth Avenue and Kedron Brook Road, Wilston, to Duncan Street, Valley.

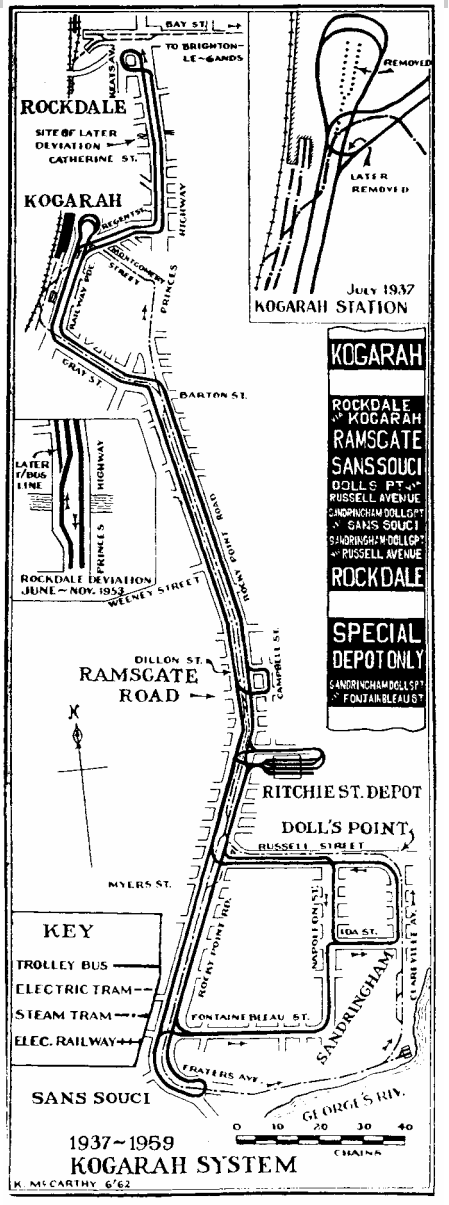
Leave Wilston (Monday to Friday Inclusive) —7.10 a.m., 7.40, 8.10, 8.25, 8.40, 9.15, 9.45, 10.15, 10.45, 11.15, 11.45, 12.15 p.m., 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.45, 9.15, 9.45, 10.15, 10.45.

In addition to the above, a second bus will run from Wilston as under—5.0 p.m., 5.30.

Leave Valley (Monday to Friday inclusive) —7.25 a.m., 7.55, 8.25, 8.55, 9.30, 10.0, 10.30, 11.0, 11.30, 12 noon, 12.30, 1.0, 1.30, 2.0, 2.30, 3.0, 3.30, 4.0, 4.30, 5.0, 5.30, 6.0, 6.30, 7.0, 7.30, 8.0, 9.0, 9.30, 10.0, 10.30, 11.0.

In addition to the above, a second bus will run from the Valley as under—4.45 p.m., 5.15, 5.45.

In addition to the Ordinary Timetable trips



# The 2003 GAT

*Dismayed by your low score in the timetable quiz in January? Try the following, questions 35-38 from last year's Victorian General Achievement Test. Once again,* **DAVID HENNELL** *strides up to the lectern and strikes a didactic pose...*

In Victoria, the last two years of schooling lead to the awarding of the Victorian Certificate of Education - the VCE.

The Victorian Curriculum and Assessment Authority (VCAA) determines the academic content of the VCE at both Year 11 and Year 12, as well as controlling assessment at the Year 12 level. In addition to running the external examinations and moderating the school assessed coursework in each subject, VCAA requires all students taking at least one Year 12 subject to sit a general achievement test, usually known as the GAT.

The GAT is a partly written and partly multiple choice exam that is non subject-specific. It covers the areas of essay writing, humanities, mathematics and science with questions that require reasoning and interpretation, as well as understanding. It is used to assist in the moderation of the school assessed coursework and, occasionally, the exam results in some subjects. The 2003 GAT was held over 3 hours on Thursday, 12th June as part of the midyear exam period.

The VCE students were asked to interpret a simplified train graph covering the section of railway between Paris and Dijon 120 years ago. The graph is drawn approximately to scale and covers a 24 hour period with each hour divided into 20 minute intervals as is explained in the preamble.

The questions are, of necessity, quite straightforward although Question 38 is probably rather tough for the non-mathematicians taking the test. Try them yourself!

The timetable below shows the schedule for trains on the Paris to Dijon line in the 1880s. The time scale is shown along the top and bottom of the timetable, and the distance between vertical lines represents 20 minutes. Stations are shown on the vertical axis, spaced approximately in proportion to the actual distance between the places they represent. Each diagonal line represents one train.

**Question 35:** How many trains were scheduled to leave Dijon for Paris between 9 p.m. and 1 a.m.?

**A** 1 **B** 2 **C** 3 **D** 4

**Question 36:** The longest time between departures from Dijon is about.

**A** 4½ hours. **B** 6 hours. **C** 7 hours. **D** 8½ hours.

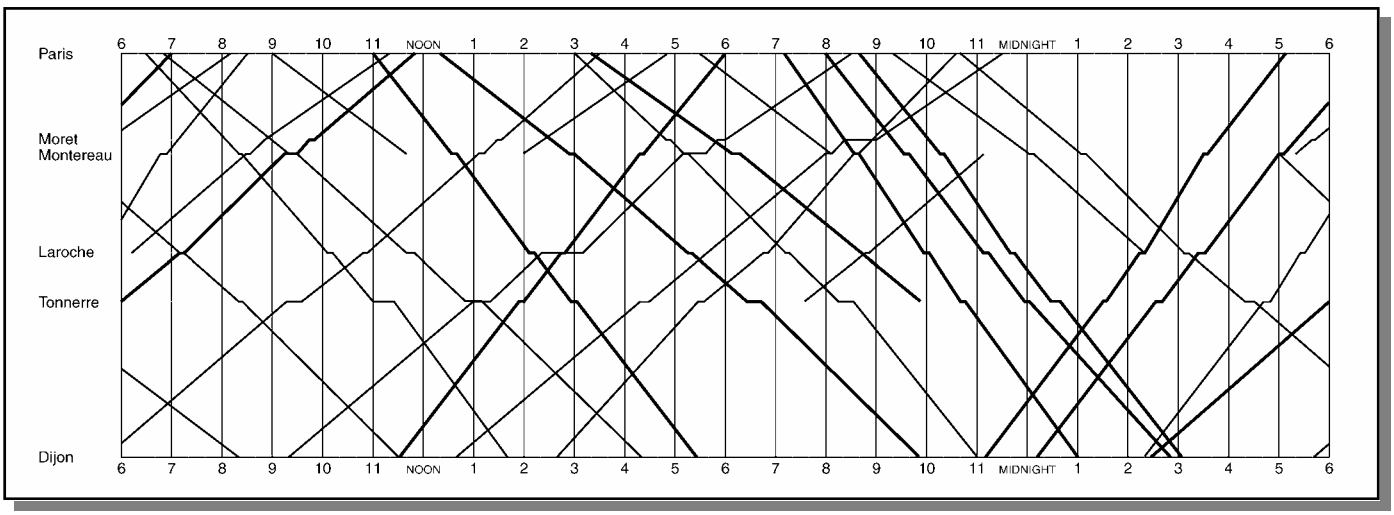
**Question 37:** The latest night train leaving Paris would finish its journey at:

**A** 6 a.m. **B** 8.20 a.m. **C** 2.40 p.m. **D** 4.20 p.m.

**Question 38:** Faster trains are represented by lines that are:

**A** thicker. **B** thinner. **C** steeper. **D** less steep.

Just a few comments:

- 10 or 15 minute intervals would have been better from our perspective but would have made graph rather cluttered for the students
- given that the graph refers to the 1880s, it is probably a bit much too expect that it be labelled in 24-hour time (and asking a bit too much of the weaker students, too).
- none of the questions refer to the intermediate stations which is unfortunate
- how about a question asking what took place at Laroche at 2:45 pm?
- or one that asked what happened to the train departing Paris at 9:00 am when it reached Moret Montereau?
- and how long did the train departing Dijon at 5 40 am stop at Tonnerre?
- or, if the distance from Paris to Dijon were supplied, what is the average speed of a particular train?

It's great to see that railways still have their uses in education even though that's the only relevance, apart from level crossings, that they have for many people nowadays.