

The Times

May 2004

A journal of transport timetable history and analysis



WORKING TIMETABLES EFFECTIVE JUNE 2nd 2003

Inside: On a Toorak Tram on a Friday Night
The next train stops at ... eh?

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The Times

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On the front cover

In June 2003, Queensland Rail did something bold– it issued Working Time Tables for both its TravelTrain and CityTrain services with a full-colour photograph on the front cover. Although becoming common on the covers of North American ETTs (Employee Time Tables), this was probably the first appearance of such a thing in this country. It seems, though, that QR has distorted its train’s image to give it a “standard gauge feel”! Flash colour cover graphics is even being used these days for academic research into timetabling, as our story on timetable-ology on page 13 shows.

AATTC Secretary **STEVEN HABY** was most surprised to find in the April issue, that he was the author of a review of an AATTC Auction item, a 1937 Brisbane transport timetable. **STEPHEN WARD**, on the other hand, was most surprised to find that he was **not**! The editor, having boasted in this message box in the very same issue about his ability to juggle with knives and flaming torches, is most embarrassed at having dropped both the knives and the torches. He apologises to both gentlemen for his confusion.

The AATTC web-site version should carry the correct attributions when it appears. When it appears.... There is usually a delay between its appearance in your letterbox and its appearance at www.aattc.org.au. Partly this is deliberate, so that members may enjoy an ‘exclusive’ before the journal appears on a ‘free-to-air’ version. Partly, though, it’s due to The Times ‘running late and out of timetable order’. The web version does, however, enjoy the advantage of colour reproduction, something that should enhance your appreciation of many items in the current issue.

Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

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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On a Toorak Tram on a Friday night

BERNARD BOLAN and GEOFF LAMBERT look at the route 8, its history and the peculiarities of its customers

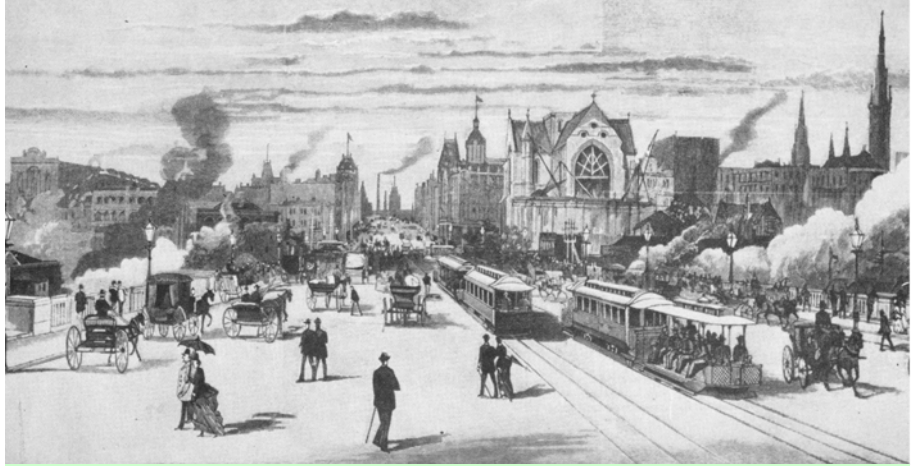
It's half past five
In Flinders St
There's tension in the air
Girls with curls
And cultured pearls
Are tearing out their hair.
While men with charm and outward
calm
Begin to cuss and damn
Then with a roar
They push and pour
Onto the Toorak tram

*Then, it's "Right down the middle please"
"Hold on tight"
"Get out your money" and
"Stop that fight"
It's kick and kill
And bash and bite
On a Toorak tram on a Friday night*

The Toorak Tram, for its first fifty years from its opening on 15th February 1889, was a cable-driven affair. On that date, the pre-existing Prahran service was added to by a branch along Toorak Rd from Chapel St to the new terminus.

The 4.95 mile service was an immediate success, and threaded its way down Swanston St with other trams to and from St Kilda Rd. It is said that, in the peak hour of the day, some 400 trams per hour clanged their way through the Swanston St intersections, a tram every 9 seconds.

Girls with curls and cultured pearls

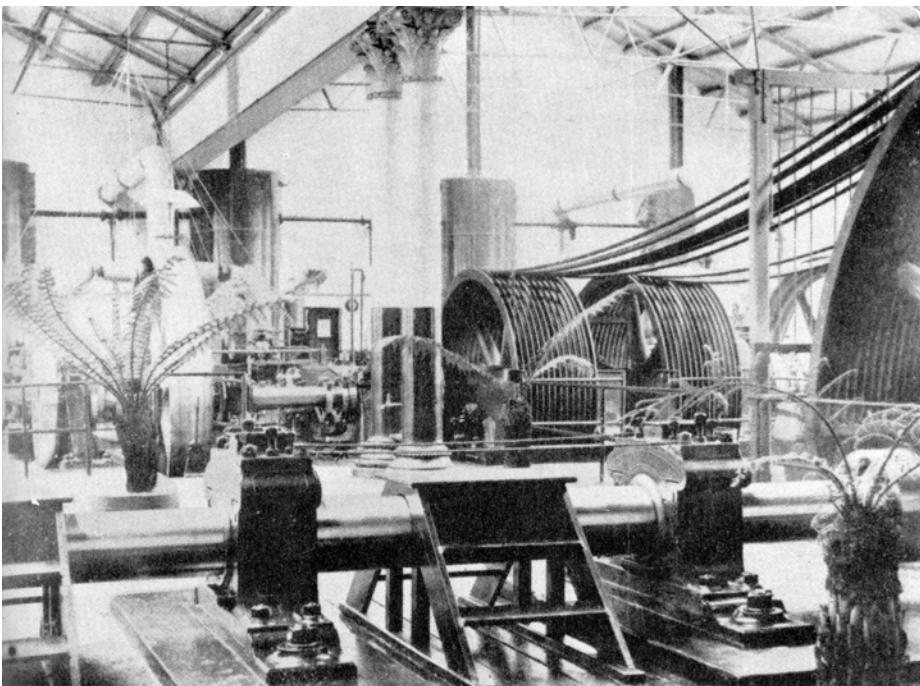


Above: Tension in the air: half-past five, near Flinders St in 1889. Those of nimble feet have already scored their seats on the brand new dummy as it glides away with swan-like motion to Toorak. **Below left:** At Toorak itself was the Victorian splendour of the cable winding engine house—potted ferns and gleaming surfaces amidst the steam, coal and oil.

and men with calm and outward calm were always features of the Toorak Tram, the suburb was and still is the favoured abode of the upper classes. It is said that the Toorak service was the favoured tram for early State Governors wishing to make an incognito journey from Government House.

Once aboard
The points are scored
By those of nimble feet
A 3-yard dash
And in a flash
You've won yourself a seat.
Now quickly take your paper out
And study every word
Don't lift your face,
You've lost your place
To an ancient wrinkled turd.

*Then, it's "Right down the middle please"
"Hold on tight"
"Get out your money" and
"Stop that fight"
It's maim and murder,
Slash and spite
On a Toorak tram on a Friday night*



Wholesale conversion of Melbourne's cable trams (arguably the most extensive in the world) to electric traction began in 1924; but as part of the "conversion", a 300 yard extension was **added** to the Toorak line in the City to re-route it down Lonsdale St to Elizabeth St. This was probably the last cable tram route constructed anywhere in the world. The Toorak cable tram was ultimately converted to electricity in 1926.

- RICHMOND**—via Spencer and Flinders Sts., Wellington-parade, Bridge-road, to Hawthorn Bridge. Fares—from Spencer St. to Swanston St., 1d; Spencer St. to Hawthorn Bridge, 3d. Plus. This tram connects with the Hawthorn tram at Bridge; through fare, 4d.
- SOUTH MELBOURNE**—From Spring Street, via Collins and Market Streets, Queen's Bridge, Moray Street, City Road, Clarendon, Park, and Bridport Streets, and Victoria Avenue, to Beaconsfield Parade. Through fare, 3d.; from corner of Park and Clarendon Streets to Parade Terminus, 1d. Green.
- SOUTH YARRA, PRAHRAN, WINDSOR AND BALACLAVA**—From corner Lonsdale-st., via Swanston-st., and St. Kilda, Domain, and Toorak-rds., and Chapel-st., to corner of Carlisle-st. Fare 3d. Red. This tram runs through to Carlton and Abbotsford at separate fare. Transfers are allowed to and from Balaclava and Spencer-st. at Swanston-st.
- ST. KILDA**—From corner of Lonsdale Street, via Swanston Street and St. Kilda Road, High Street and Brighton Road, to Grosvenor Street. Fare 3d. Green. This tram runs through to North Carlton at separate fare. Transfers are allowed to and from St. Kilda and Spencer-st. at Swanston-st.
- ST. KILDA ESPLANADE**—From corner of Chapel Street, Windsor, via Wellington and Fitzroy Streets, Esplanade, and Acland Street, to Barkly Street, St. Kilda. Fare 3d. White. Passengers will be transferred to the City or Suburban Terminus of either the Balaclava or St. Kilda trams for the one fare.
- TOORAK AND SOUTH CARLTON**—From Queensberry-st., via Madeline and Swanston-sts., St. Kilda, Domain, and Toorak Roads, to Irving Road. Fare 3d. White. Transfers are allowed to and from Toorak and Spencer-st. at Swanston-st.
- VICTORIA STREET**—From Spencer St., via Collins and Gibborne Sts., to Victoria St. Bridge. Fare 3d. Red. This tram connects with the Kew tram at Victoria Bridge. Through fare 4d.
- WEST MELBOURNE**—From Flinders-st., via Elizabeth, Lonsdale, Spencer, and Abbotsford Streets, transferring thence via North Melbourne tram to Flemington Bridge. Through fare 3d. Brown, white light at night.

FIRST AND LAST CARS

	Week Days.				Sundays.			
	SUBURBAN END		CITY END.		SUBURBAN END		CITY END.	
	FIRST a m	LAST p m	FIRST a m	LAST p m	FIRST p m	LAST p m	FIRST p m	LAST p m
Richmond	*5 37	10 59	6 5	11 30	1 23	10 4	1 64	10 35
South Melbourne	5 39	11 14	5 58	11 35	1 30	10 14	1 51	10 35
South Yarra	5 40	11 1	6 10	11 33	1 30	10 3	2 2	10 35
Praslin Hill	5 45	11 7	6 11	11 35	1 30	10 7	1 58	10 35
Moray	5 50	11 7	6 13	11 32	1 36	10 9	2 1	10 34
Beaconsfield Street	5 42	11 19	5 56	11 34	1 38	10 19	1 53	10 34
Carlton	5 45	11 6	6 8	11 30	1 41	10 11	2 5	10 35
West Melbourne	5 30	11 2	6 1	11 35	1 30	10 7	2 3	10 40
St. Kilda	5 50	11 10	6 13	11 35	1 23	10 10	1 48	10 35
St. Kilda Esplanade	5 43	11 8	6 13	11 30	1 30	10 4	1 57	10 30
Richmond	5 47	11 7	6 12	11 30	1 20	10 7	1 47	10 34
West Melbourne	5 38	11 10	6 2	11 35	1 37	10 15	2 2	10 40
St. Kilda	†7 17	11 49	7 30	—	1 30	10 40	1 45	—
St. Kilda Esplanade	7 30	10 52	8 4	11 30	1 30	9 52	2 8	10 30
Toorak	6 59	11 8	6 4	11 34	1 30	10 8	1 56	10 34
Victoria Street	6 18	11 13	6 35	11 30	1 43	10 18	2 5	10 35

* Saturdays 5.30 a.m. † Summer 6 a.m.

♣ SATURDAY NIGHTS Cars leave Suburban and City ends 30 minutes later on all lines.

When the Cable Guy, or Gripman, was the envy of every Melbourne youngster. This is a page from the 1897 edition of Bradshaw, when the Toorak cable tram was barely 9 years old. No full time-table, frequency of service or time of travel are given. All that appears are the times of the first and last trams of the day. Well, it was the heyday of Marvellous Melbourne and the times of the last trams from the city were probably important to those Toorakians making their way home from the Club after a hard day at the Stock Exchange— and perhaps the first trams the next morning equally so, after an equally hard night in Collins St. Last departures from the city were at a rather early hour— no later than was necessary to collect the audience from the latest vaudeville show at Her Majesty's theatre— if Toorak deigned to go, that is. This, and the illustration on page 5, are from the Victor Isaacs collection.



It seems to be
 It's always me
 Whose fate it is to meet
 Someone whose behind
 requires
 Three-quarters of the seat.
 With muscles clenched,
 I hop aboard
 Determined not to fall
 My time will come
 I'll twitch my bum
 And knock him through the wall.

*Then, it's "Right down the middle
 please"
 "Hold on tight"
 "Get out your money" and
 "Stop that fight"
 It's a 4-mile ride,
 And a 10-mile fight
 On a Toorak tram on a Friday night*

For most of the period of both cable and electric service full Toorak Tram timetables were hard to find,

even information about travel times was sparse. The first and last timetables shown in these pages were the best one could hope for— these are taken from various issues of Bradshaw. Occasionally, as upon the introduction of Sunday morning services, a “full” timetable would grudgingly appear.

For those who
 Cannot get a seat
 And have to stand instead
 We'll stop the tram at Chapel Street
 And carry out the dead.
 Here is an announcement,
 please
 Be careful where you stand
 Last time we stopped
 The diver dropped
 His artificial hand.

*Then, it's "Right down the middle please"
 "Hold on tight"
 "Get out your money" and
 "Stop that fight"
 It's Abide with me
 Lead kindly light
 On a Toorak tram on a Friday night*

Chapel St could be said to be the nerve centre of the Toorak service, for it was here that the winding house for 3 cables associated with the Toorak Road trams was situated. It's very yuppified these days and one of Melbourne's centres for the Café Society. Most, it seems, don't come by tram anymore.

One more bend
 And that's the end.
 A merciful release.
 Time to rearrange your clothes
 And try to find your teeth.
 Don't forget your brolly
 And be sure to wink your eye
 When pushing past
 That little lass who works at
 ACI.

Sunday morning trams were introduced to Melbourne from 1936. Prior to that year, such trams did not run, in deference to Christian religious sensibilities. Illustrated to the right is the Sunday morning timetable for the Toorak line (listed in alphabetical order with a number of other lines) for March 1942.

190 BRADSHAW'S GUIDE TO VICTORIA.

ST. KILDA BEACH AND MELB. TRAMWAYS. (Via St. Kilda Road)

Leave St. Kilda Beach—			Last Car to Hanna St. Dep.			Leave Franklin Street—			First Car. Last Car.				
Week Days	5.47 a.m.	11.49 p.m.	12.38 a.m.	Week Days	6.7 a.m.	12.9 a.m.	Saturdays	5.47 a.m.	12.28 a.m.	12.38 a.m.	Saturdays	6.7 a.m.	12.18 a.m.
Sundays	8.1 a.m.	10.49 p.m.	11.49 p.m.	Sundays	8.24 a.m.	11.9 p.m.	Then 11.50 p.m.						
Then 11.19 and 11.49 p.m. to City, and 12.17 a.m. to Hanna Street.													

ST. KILDA BEACH AND MELB. TRAMWAYS. Via South Melb

Leave St. Kilda Beach—			Last Car to Hanna St. Dep.			Leave Franklin St. Junction—			Last Car to Hanna St. Dep.		
Week Days	6.21 a.m.	11.45 p.m.	12.32 a.m.	Week Days	6.1 a.m.	12.4 a.m.	12.4 a.m.	Saturdays	6.1 a.m.	12.4 a.m.	12.4 a.m.
Sundays	8.11 a.m.	10.45 p.m.	11.35 p.m.	Sundays	8.36 a.m.	11.4 p.m.	11.4 p.m.	Then 11.58 p.m.			
Then 11.28 p.m.											

TOORAK (Glenferrie Road) AND MELBOURNE TRAMWAYS.

Toorak to Franklin Street, City—			Last Car to St. Kilda-rd.			Chapel Street to Franklin Street, City—			Last Car to St. Kilda-rd.		
Week Days	6.31 a.m.	11.31 p.m.	12.36 a.m.	Week Days	5.41 a.m.	11.41 p.m.	12.46 a.m.	Saturdays	5.41 a.m.	12.46 a.m.	12.46 a.m.
Sundays	8.10 a.m.	10.32 p.m.	11.36 p.m.	Sundays	8.20 a.m.	10.42 p.m.	11.46 p.m.	Franklin Street, City, to Chapel Street—			
Franklin Street, City, to Toorak—											
Week Days and Saturdays	6.4 a.m.	12.4 a.m.	Sundays	8.41 a.m.	11.4 p.m.	Franklin Street to Elsternwick—					
Franklin Street to Elsternwick—											
Week Days and Saturdays	5.33 a.m.	11.33 p.m.	Sundays	8.23 a.m.	10.33 p.m.	Franklin Street to Elsternwick—					
Then 11.3 p.m. and 11.33 p.m.											

ELSTERNWICK TO MELBOURNE TRAMWAYS.

Elsternwick to Franklin Street—			Last Car to St. Kilda-rd.			Black Rock to Sandringham—			First Car. Last Car.		
Week Days and Saturdays	5.54 a.m.	12.31 a.m.	Sundays	7.57 a.m.	11.40 p.m.	Week Days and Saturdays	6.8 a.m.	12.44 a.m.	Sundays	8.11 a.m.	11.54 p.m.
Last Car to connect with train to Flinders street—Week Days, 11.40; Saturdays, 11.37 p.m.; Sundays, 10.49 p.m.											

SANDRINGHAM & BLACK ROCK.

SOUTH MELB. TO CITY ROUTE (via Spencer and Collins Sts.)

South Melbourne to City (Gisborne St.)—			First Car. Last Car.			City (Gisborne St.) to South Melbourne—			First Car. Last Car.		
Week Days and Saturdays	5.30 a.m.	12.4 a.m.	Sundays	8.14 a.m.	11.4 p.m.	Week Days and Saturdays	5.57 a.m.	12.16 a.m.	Sundays	8.46 a.m.	11.16 p.m.

By the time that this edition of Bradshaw was published— August 1940—the last cable tram was but two months from closure (in secrecy on a Saturday evening, while people were at the theatre). The Toorak line had been cut back in several stages and had been fully electric since 1926, as had most lines on this page of Bradshaw. Service was probably provided by one of the ubiquitous W class bogie cars.

SOUTH MELB. BEACH		SOUTH MELB. & ST. KILDA BEACH		ST. KILDA BEACH		TOORAK	
Sth Melb. Beach	Grey & Gisborne	Fitzroy Street	Franklin St. City	St. Kilda Beach	Franklin St. City	Toorak	Franklin St. City
8.14	8.46	8.11	8.36	7.56F	8.24	8.10	8.41
44	9.16	36	54	26	44	40	9.11
9.14	46	9.1	9.14	51	9.4	9.10	41
44	10.16	21	34	9.11	24	40	10.11
10.14	46	41	54	31	44	10.10	41
44	11.10	10.1	10.14	51	10.4	40	11.11
11.14	40	21	34	10.11	24	11.10	41
44	12.10	41	54	31	44	40	12.11
12.14	46	11.1	11.14	51	11.4	12.10	41
44	1.16	21	34	11.11	24	40	1.10
1.14	31	41	54	31	44	1.10	36
39	36	12.1	12.14	51	12.4	23	46
44		21	34	12.11	24	31	
		41	54	31	44		
Summer Additional		1.3	1.14	51	1.4		
	1.21	23	34	1.8	10		
	20			F. to Flinders St. only			

ROUTE
8

M>Tram

⌚ TIMEABLE

↕ Toorak
↕ Melbourne
University
effective January 2002

Today's world sometimes is better than the 'good old days' - at least in the world of the tram timetable. Today you can have a tram timetable booklet for any route in Melbourne, showing all services, each tabled with a rich assortment of stopping place times. To the left we show the cover of M>Tram's Toorak service timetable. Perhaps we can thank Geoff Kennet for the far-reaching changes that lead, via a round-about route, to the appearance of the modern tram timetable?

'Cause, it's "Right down the middle please"

"Hold on tight"

"Get out your money" and

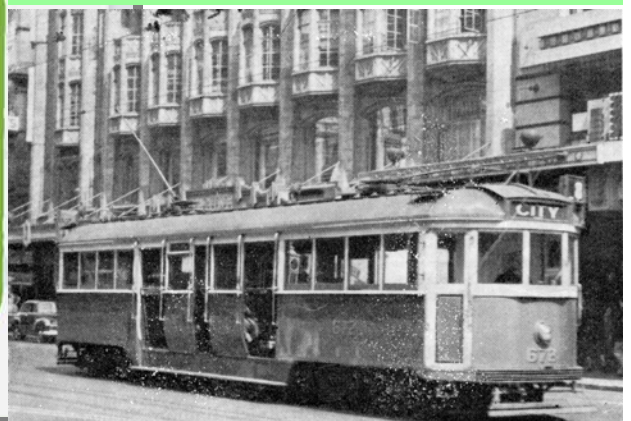
"Stop that fight"

*For it's winking and thinking
That perhaps she might
On a Toorak Tram on a Friday
night.*

*Winking and thinking
that perhaps she might
On a Toorak Tram on a Friday
night.*

I wonder whether it is still thus on a Toorak Tram on a Friday night - or ever was? Bolan's song was not written from first-hand experience, but in response to disgruntled Melburnians asking for a Melbourne equivalent to his well known Sydney commuter ditty 'Rose Bay Ferry', which The Times might also feature one day.

Before the 5:30 rush, an inbound No.8 at a quiet time in Swanston St in the early 1950s. W. John Webster photo.



8		Monday to Friday										Route 8 Melbourne University to Toorak									
Stop	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
1 Melbourne University	12:48	1:00	1:12	1:24	1:36	1:48	2:00	2:12	2:24	2:36	2:48	2:58	3:08	3:18	3:28	3:38	3:48	3:57	4:05	4:13	
8 LaTrobe Street	12:55	1:07	1:19	1:31	1:43	1:55	2:07	2:19	2:31	2:43	2:55	3:06	3:16	3:26	3:36	3:46	3:56	4:05	4:13	4:21	
12 Flinders Street	1:02	1:14	1:26	1:38	1:50	2:02	2:14	2:26	2:38	2:50	3:02	3:13	3:23	3:33	3:43	3:53	4:03	4:12	4:20	4:28	
20 Domain Road	1:09	1:21	1:33	1:45	1:57	2:09	2:21	2:33	2:45	2:57	3:10	3:21	3:31	3:41	3:51	4:01	4:11	4:20	4:28	4:35	
31 Chapel Street	1:21	1:33	1:45	1:57	2:09	2:21	2:33	2:45	2:57	3:11	3:24	3:35	3:45	3:55	4:05	4:15	4:25	4:34	4:41	4:48	
37 Drrong Road	1:28	1:40	1:52	2:04	2:16	2:28	2:40	2:52	3:06	3:20	3:33	3:44	3:54	4:04	4:14	4:24	4:34	4:42	4:49	4:56	
43 Toorak	1:32	1:44	1:56	2:08	2:20	2:32	2:44	2:56	3:11	3:25	3:38	3:49	3:59	4:09	4:19	4:29	4:38	4:46	4:53	5:00	
Stop	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
1 Melbourne University	4:21	4:28	4:35	4:42	4:49	4:56	5:03	5:10	5:17	5:24	5:31	5:38	5:45	5:53	6:01	6:09	6:17	6:25	6:35	6:46	
8 LaTrobe Street	4:29	4:38	4:45	4:52	4:59	5:06	5:13	5:20	5:27	5:34	5:41	5:48	5:55	6:02	6:08	6:16	6:24	6:32	6:42	6:53	
12 Flinders Street	4:36	4:45	4:52	4:59	5:06	5:13	5:20	5:27	5:34	5:41	5:48	5:55	6:02	6:09	6:15	6:23	6:31	6:39	6:49	7:00	
20 Domain Road	4:43	4:52	4:59	5:06	5:13	5:20	5:27	5:34	5:41	5:48	5:55	6:02	6:09	6:16	6:22	6:30	6:38	6:46	6:56	7:07	
31 Chapel Street	4:56	5:05	5:12	5:19	5:26	5:33	5:40	5:47	5:54	6:01	6:08	6:15	6:22	6:29	6:35	6:43	6:51	6:59	7:07	7:17	
37 Drrong Road	5:04	5:13	5:20	5:27	5:34	5:41	5:48	5:55	6:02	6:08	6:15	6:22	6:29	6:36	6:42	6:50	6:58	7:06	7:14	7:24	
43 Toorak	5:08	5:17	5:24	5:31	5:38	5:45	5:52	5:59	6:06	6:12	6:19	6:26	6:33	6:40	6:46	6:54	7:01	7:09	7:17	7:27	

Half past five in Flinders St— and tension in the air. From the January 2002 M>Tram Route 8 timetable booklet, showing afternoon peak hour services. The route 8 has had its 'City' terminus at Melbourne University for many years now.

Below: Would the girls with cultured pearls be tearing out their hair when presented with today's timetable— stop-specific and on-line? For Flinders St— naturally!

Moving Melbourne

[Home](#)

Stop Times

Stop 13. St.Kilda Rd & Flinders St - Melbourne University to Toorak

* Click time to view full run

Weekdays											
AM	7.57	9.03	10.14	PM	1.38	3.23	4.45	5.48	7.00	9.31	12.31
	6.23	8.05	9.09	10.26	12.02	1.50	3.33	4.52	5.55	7.10	9.51
	6.35	8.13	9.15	10.38	12.14	2.02	3.43	4.59	6.02	7.23	10.11
	6.47	8.21	9.21	10.50	12.26	2.14	3.53	5.06	6.09	7.37	10.31
	6.59	8.29	9.27	11.02	12.38	2.26	4.03	5.13	6.15	7.52	10.51
	7.13	8.37	9.34	11.14	12.50	2.38	4.12	5.20	6.23	8.11	11.11
	7.25	8.44	9.41	11.26	1.02	2.50	4.20	5.27	6.31	8.31	11.31
	7.37	8.50	9.51	11.38	1.14	3.02	4.28	5.34	6.39	8.51	11.51
	7.49	8.56	10.02	11.50	1.26	3.13	4.36	5.41	6.49	9.11	12.11

Saturday						Sunday						
AM	9.32	11.56	2.08	4.32	6.56	10.31	AM	12.08	2.32	4.56	7.26	
	6.23	9.44	PM	2.20	4.44	7.08	10.51	8.35	12.20	2.44	5.08	7.56
	6.43	9.56	12.08	2.32	4.56	7.21	11.11	9.05	12.32	2.56	5.20	8.26
	7.03	10.08	12.20	2.44	5.08	7.36	11.31	9.36	12.44	3.08	5.32	8.56
	7.23	10.20	12.32	2.56	5.20	7.51	11.51	10.07	12.56	3.20	5.44	9.26
	7.43	10.32	12.44	3.08	5.32	8.11	12.11	10.37	1.08	3.32	5.56	9.56
	8.03	10.44	12.56	3.20	5.44	8.31	12.31	11.07	1.20	3.44	6.07	10.26
	8.22	10.56	1.09	3.32	5.56	8.51		11.20	1.32	3.56	6.18	10.56
	8.38	11.09	1.20	3.44	6.08	9.11		11.32	1.44	4.08	6.30	11.26
	8.54	11.20	1.32	3.56	6.20	9.31		11.44	1.56	4.20	6.42	11.56
	9.08	11.32	1.44	4.08	6.32	9.51		11.56	2.08	4.32	6.54	
	9.20	11.44	1.56	4.20	6.44	10.11		PM	2.20	4.44	7.09	

Graphic Insight #82: Across Australia by ARTC

There are few true transcontinental railways in the world. Perhaps Australia's come closest, especially since ARTC gained control of much of the network in NSW. Now one can follow a train all the way from Kalgoorlie to Brisbane, via Broken Hill or Melbourne. GEOFF LAMBERT takes a look at the ARTC's timetable web-site for a nation-wide view.

The Working Time Tables of the Australian Railway Track Corporation have been available in the web for two or three years and can be found at: www.artc.com.au/Access_2.5.html.

The timetables are presented as Excel files with only a limited amount of identification as to what trains are represented, reportedly for 'commercial reasons'. Chris Gordon has put a similar set of these train timetables onto the web and these can be found at: <http://www.vicsig.net/index.php?page=interstate§ion=timetable>s. Chris' timetables have the advantage over the ARTC WTT in that, where possible, the train number and the train operator have been identified.

Along with the actual tables, the ARTC site has an additional 'Customer Commitment Chart'. This is a train graph of the entire ARTC system and a version dated 21st September 2003 is shown on the page opposite. The ARTC has recently committed itself to updating this graph on a monthly basis, although its practice has fallen short of its rhetoric—the most recent chart at the time when The Times went to press was that of early February 2004.

The chart is an extremely clever use of Excel as a drawing program, those who download it will find that it has almost no 'data' at all. On the opposite page, I have added some supplementary information showing the weekly train frequency (Freight+Passenger+non-contracted) on the various legs of the system, in the extreme right column. There are some interesting features of this chart:

First, the chart horizontal (time) axis is plotted for the local time for the particular vertical axis (station) position. Thus, at Cook and at Wolsley, where the time zone changes, a train passing through the places from west to west will be shown as going backward in time. This amounts to an hour at Cook and

half an hour at Wolsley. Not all trains suffer this fate. A few, the Indian Pacific mainly it seems, don't seem to change their time-base as they pass through Cook. Of course, in the eastwards direction trains jump forward in time and this gives the graph the appearance where every eastbound train makes a 1-hour stop at Cook.

Second, the density of trains on some sections is rather high. The Crystal Brook—Port Augusta section is a case in point. This section carries trains between Adelaide and Sydney on the one hand and Port Augusta, Whyalla, Alice Springs and Kalgoorlie on the other. There are more trains here than there are between Adelaide and Melbourne for instance.

Third, note the large number of 'non-contracted' services (dashed lines) between Albury and Melbourne. This term is used to describe what the NSW Rail Infrastructure Corporation refers to as 'Spare'. In some sense they are what used to be called 'conditional' trains, although the latter term is still used by some operators to refer to contracted services that run only as required. But the proportion of non-contracted services on the Victorian Northeast standard gauge is, at over one-third, the highest anywhere on the ARTC system. This track is in the rather schizoid position of being at once both 'busy' and deserted most of the time... Mostly the non-contracted services just don't run, but were they to do so, there would be a capacity problem on the track. This is one reason why ARTC is lengthening and expanding the number of crossing loops here.

Fourth, quite a number of trains on this graph just seem to disappear at junctions, particularly at Crystal Brook. Note what happens around Sunday lunchtime, when 4 trains are shown as coming and going off the Broken Hill line here, but only 2 of them seem to appear on the main Adelaide—Port Augusta line, which carries two

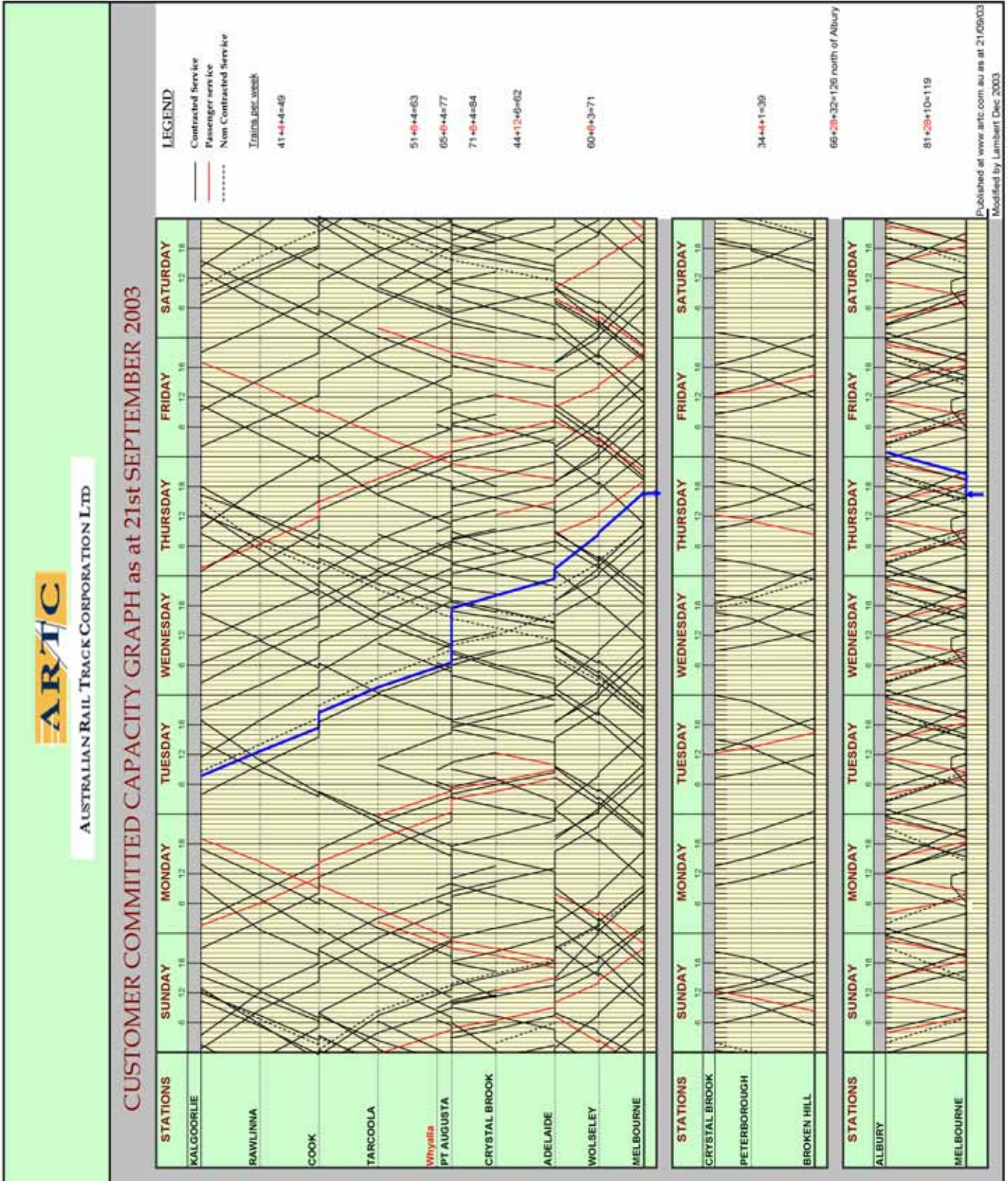
through trains of its own at this time. A total of 6 trains are shown to be in the vicinity of Crystal Brook, which would make it quite a busy and interesting place, especially with two trains apparently going down a black hole. The explanation lies in the fact that the station *Crystal Brook* encompasses also *Coonamia*, which is the junction for the short stub branch to Port Pirie, not shown on the chart. Like Alice's rabbit, the trains went down there.

Fifth, in the Excel tables, there are trains that appear to wait at crossing loops for opposing trains that do not themselves appear in the tables or the graph. Do these waits indicate other trains not tabulated or are they meaningless?

These peculiarities aside, it is possible to track a train on the ARTC network all the way from Kalgoorlie to the New South Wales border, a 4-day journey. I have shown what I think is train 1PW4, an NRC steel train, wending its way across the system in a heavy line (blue on The Times web version). The tables and charts are not perfect. It is not possible to chart a particular train with certainty—is the apparent long wait at Port Augusta real, or my mistake?

In September 2003, NSW was 'dark territory' for ARTC, but I have shown the numbers of trains heading into and out of that state at the two border crossings. For Albury in particular, this shows far more trains on the NSW side of the border than appear on ARTC tracks on the other side. RIC appeared to run a large number of trains, about 3 per day, that terminated in Albury without having any return 'balancing' services originating there. What the illustration cannot graphically reveal is that many of the trains shown have rather different times between the RIC and the ARTC tables at the hand-over points. The XPT, in particular, a train with a defined public timetable, is shown having different times at Albury in the two WTTs.

The ARTC Customer Commitment Chart for 21 September 2003, the date on which new Working Time Tables were issued for Westrail, ARTC and NSW RIC. The chart has been enhanced by The Times editor to show passenger trains in red (you'll have to look at The Times on the web to see this), train IWP4, a Perth-Wollongong NRC steel train in heavy blue, and a tabulation of the number of trains on each segment in the Legend column on the right.



The next train leaves at "a" Eh?

David Cranney has been reading the fine print in the NSWGR timetable. Like those described in our February issue, it was replete with arcane symbology— but of times, there were none—or next-to-none. The railway staff, it seems, were no better off. Here he reports on his findings.

In the rural settlement of Wave Hill, Bill and Beth are examining a copy of the *New South Wales Government Railways Country Time-Table* dated May 5, 1968. "Let's see, since we're on the Brewarrina branch line, we should find Wave Hill in Table number 40 on page 69. Um...here we are...there's a diesel [i.e. two car diesel multiple unit train] leaving Brewarrina on Wednesdays and a mixed train on Tuesdays and Saturdays."

"What time does the train leave Wave Hill?" "Do you want the mixed or the diesel?" "Well, I'd rather go on the diesel, even though it only runs on Wednesdays. I don't fancy travelling on the same train as a load of smelly

sheep or cattle."

OK, the diesel leaves Brewarrina at 1 57 p.m. Now looking down to Wave Hill...um...it leaves Wave Hill at...er...a" "It leaves at a?" "That's right, it also leaves Tarrion, Charlton, Compton Downs and Wyuna Downs at a." But it does leave Tarcoon at 2 33 and arrives in Byrock at 3 30 and connects with the 'Air-cond Far West Exp' to Dubbo and then the Mail to Sydney."

"That's amazing. I wonder what time a is suppose to mean. Surely the New South Wales Railways don't expect us to solve some sort of algebraic problem to obtain the value of a."

"Eureka! At the bottom of the page it says 'For notes a and R, see page

1'. Back to page one...(flipping pages)...here we are...EXPLANATORY NOTES...The following letters and signs are regularly used in this timetable...a Trains stop to pick up and set down passengers when required; passengers wishing to alight should give notice to the Guard at the previous stopping station. At platforms where no Railway Officer is in charge, intending passengers should exhibit the signal provided".

"Truly amazing. But what time is a?" "I think we'll have to do a bit of arithmetic. Let's see, the diesel leaves Tarcoon at 2 33 and arrives Byrock at 3 30, that's 57 minutes; Tarcoon is 499 miles from Sydney and Byrock is 464½, that's 34½

BYROCK — BREWARRINA							TABLE 40	
Height	Dist.	STATIONS		Tues	Sundays, Thursdays	STATIONS	Tues, Sats	Wednesdays
Feet	miles	SYDNEY ..R } A/V lv		● x Mail p.m. 9 0	● x Mail p.m. 9 0	BREWARRINA ..lv	Mixed a.m. 10 0	Diesel p.m. 1 57
867	287	DUBBO ..R } A/V ar		Weds a.m. 6x53	Mons, Fri a.m. 6x53	Tarrion ..	a	a
		Do } ..lv		Exp Air- cond.	Air-conditioned Diesel Train	Charlton ..	10 39	2 33
570	386½	NYNGAN R } ..ar		7 25	7 25	Tarcoon ..	a	a
		Do } 26..lv		9 54	9 54	Compton Downs ..	12 44	a
499	464½	BYROCK .. } ..ar		10 3	10 8	Wave Hill ..	a	a
		Do } ..lv		11x38 Diesel Train	Mixed	Wyuna Downs ..	3x30	3x30
608	477	Wyuna Downs ..		11 55	12 5	BYROCK ..ar	p.m.	Air-cond Far West Exp
576	479½	Wave Hill ..		a	a	NYNGAN R } ..ar	1 0	3 44
592	485½	Compton Downs ..		a	a	Do } 26	3x50	5 17
398	499	Tarcoon ..		a	a	Do } ..lv	Diesel 5 11	5 21
390	501	Charlton ..		12 48	1 55	DUBBO ..R } A/V ar	7x28	7x38
390	516	Tarrion ..		a	a	Do } ..lv	x Mail 8 10	x Mail 8 10
392	522½	BREWARRINA ..ar		p.m. 1 27	3 29	SYDNEY ..R } A/V ar	Weds Suns a.m. 6x33	Thurs a.m. 6 33

For notes a and R, see page 1.

x Change trains.

A/V Avls Rent-A-Car available, see page 4.

● Reservation of seats optional, see page 14.

x Sleeping car attached between Sydney and Dubbo, see page 16.

▽ Reservation of seats optional, see page 14.

Figure 1. Extract from the New South Wales Government Railways Country Timetable - from May 5, 1968. This table shows the Wednesdays only diesel multiple unit service from Brewarrina to Byrock with no times for conditional stopping places

miles. Let's say, that's close enough to 35 miles an hour. Now, Wave Hill is 479½ miles from Sydney, so that means it's 19½ miles from Tarcoon. At 35 miles an hour, the diesel will take...oh, I wish we had one of those new-fangled electronic calculators but they're so expensive (remember it's 1968!)...let's get out the log tables...the diesel should take about 33 minutes, so that means it should leave Wave Hill station at about five past three."

"I always knew that your high school maths would come in handy. Now, how do I go about buying a ticket to Sydney?". "I

wonder if the price of the ticket is x and we have to calculate the value of x ?"

In case the reader is confused by this imaginary conversation, the illustration of table 40 (Byrock - Brewarrina) from the *New South Wales Government Railways Country Time-Table* dated 5 May 1968 should provide some clues. (My **figure 1**) Wave Hill was one of many destinations served by rail for which no times are provided in the public timetable.

For that matter, the equivalent working timetable of 5 May 1968 for this particular two car diesel

service showed no more information on times than did the public timetable. (**figure 2**) So it seems that Bill and Beth would have had no luck if they had telephoned the nearest attended railway station to enquire when the diesel passed Wave Hill (except perhaps to receive some unofficial advice based on the experience of the train crew).

The lack of any official information on train times at so many rail stopping places in rural Australia must have been a source of frustration for potential passengers. On the other hand, the number of passengers arriving at, and departing

52

Bourke to Dubbo, Brewarrina, Cobar and Warren Lines—continued

UP	17	92	32	44	44	32	40	42	42
WEEK-DAYS	Rail Pay Bus.	Goods.	Pick-up.	Diesel Train.	Diesel Train.	Goods.	Diesel Train.	Far West Express.	Far West Express.
	Alt. Th. p m	Tues., Sats. p m	Tues. Sats. a m	Thurs. p m	Tues. Sats. p m	M W F p m	Weds. p m	Thurs. p m	Mon. Wed. Fr p m
Bourke† dep.	9 0	2 30	...	...	...	...	2 40
Bourke Stk. Yds.**
Tancred's Siding*
Boorindal**	a	...	...	...	...	a
Boorindal Tank
Dwyer's**	a	...	...	...	...	a
M474	a	...	...	...	...	a
Brewarrina† dep.	1 57	...	...
Tarrion*	a	...	...
Charlton*	a	...	...
Bogan R. Tank
Tarcoon†	Two car unit.	...	2 33	...	...
Compton Downs**	2 35	...	...
Wave Hill*	a	...	...
Wyuna Downs*	a	...	...
Byrock†	Commences Thursday, 9th May, 1968.	...	11 30	3 29	...	...	3 30	...	3 39
Glenariff*		...	12 10	3 31	...	...	...	...	3 44
Water Tank		...	...	a	...	...	...	...	a
Coolabah†		...	1 5	...	...	...	...	...	4 20
Wilga Tank**		...	1 25	4 8	...	...	...	...	4 21
Girilambone†		...	...	a	...	...	...	...	...
Grahweed*		...	2 3	4 29	...	...	...	...	4 42
Summervale*		...	2 23	4 31	...	...	...	...	4 43
Cobar† dep.		...	...	...	a	...	...	...	a
Cobar Stk. Yds.*		...	...	...	a	...	...	...	a†
Meryula**	2 50	...	...	3 4	...

Figure 2. Extract from the Department of Railways, New South Wales, Western Division Working Time Table of 5 May 1968. Like the public timetable, this information for employees provides no information on train times at conditional stopping places such as our Wave Hill.

Height	Dist.		Weds Fridays	Tues only		Thurs Sats	Tues only
Foot	Miles		Mixed	Riverina Exp. * →		Mixed	Goods
67	—	SYDNEY R } A/V .. lv	p.m. 6 8	a.m. 8 15	BOOROWA	11 37	p.m. 6 30
			Thurs. Sets.		Gooramma	11 59	6 51
2074	137½	Goulburn R.. }	a.m. 2 15	11 47	Nannong	a	a
1644	224½	Galong	4x55	1x53	St. Clements	a	a
					St. Michaels	a	a
—	—	Harden	Mixed	Mixed	GALONG	p.m. 12 41	7x53
			4 54	1 24	Harden	1 5	8 18
		GALONG	5 37	2 7		1 38	8 51
			5 47	2 14			
1647	226	St. Michaels	a	a	GALONG ..	p.m. 1 3	12 39
1625	227	St. Clements	a	a	Goulburn R.. } 2	3 17	3 29
1537	230	Nannong	a	a	SYDNEY R } A/V	6 36	7 24
1788	235½	Gooramma	6x24	2x57			
1606	242½	BOOROWA	6 51	3 9			

* Goods train with passenger accommodation.

Figure 3. Extract from the New South Wales Government Railways Country Timetable - from May 5, 1968. This table shows the mixed service on the Galong to Boorowa branch where a time is given for one conditional stop but not for the other three conditional stops.

from, these locations would have been small. So many of the places were only small towns or mere hamlets, if in fact there was any population in the vicinity at all. Their continued inclusion as rail stopping places in the 1968 timetable would have reflected a certain historical inertia and doubtless some measure of political pressure.

What is not clear is why railway administrators chose not to publish times for these conditional stopping places. (There were some exceptions to this practice, for example, the Mixed on the Galong to Harden branch made only conditional stops at the line's four intermediate stations but a time is provided for one of these stations, Gooramma.) (My figure 3) Per-

haps the level of expected traffic determined whether or not a time was published. However this does not explain why the working timetable also omitted times, as these would presumably have been calculated during the process of compiling the timetable. Or were these stations ignored completely? Perhaps a reader has an explanation.

Timetable Quiz revisited

John Evans makes a late entry into David Hennell's Timetable Quiz from the February issue.

Letter

A brief added comment to David Hennell's Timetable Quiz Answers in the March issue of The Times:

SAR Radium Hill Branch

David mentioned that the "engine and crew probably went to Cockburn" between shifts. In fact the crew stayed in Radium Hill. The Mine authorities offered comfortable accommodation for crews during layover in Radium Hill. A three-bedroom house was provided for SAR train staff, so there was no thought of running back up the branch to Cutana and then head-

ing for Cockburn.

Incidentally trains to Radium Hill were worked direct from Peterborough. There was a select group of Peterborough-based enginemen and guards who had "learnt the road" to Radium Hill, and formed a sort of "Radium Hill link". It was this group that worked in rotation to Radium Hill, had their time off, and returned to Peterborough.

A similar grouping of crews - known as the "Sedan Link" - was based at Mile End up to the late 1950's/early 1960's. These men were familiar with the branchline

from Monarto South to Sedan, and worked the two goods trains per week that left from Mile End. With the coming of the 830 class diesels, the operating pattern changed and the line was worked using crews based at Taillem Bend who travelled light engine and brakevan from Taillem Bend to Monarto South, worked a train to Sedan (later Cambrai) and back to the Junction, and then return to Taillem Bend.

Cheers

John Evans

A Ph.D. in Timetable-ology

That's what MICHAEL COSTA thinks you need to run the CityRail system. Erasmus University has obliged, awarding just such a degree to its LEON PEETERS.

Network underfunded and approaching capacity, says Christie

The 2001 Christie report found Sydney's rail network was quickly reaching capacity and needed a massive injection of funds if it was to keep functioning.

Ordered by former transport minister Carl Scully after the Olympics, it was a long-term look into the NSW rail network by the state's top rail bureaucrat, then

co-ordinator general of rail, Ron Christie.

Mr Christie called for an urgent increase in spending on maintenance - totalling about \$20 billion by the end of the decade - as well as \$30 billion by 2020 in new rail lines and \$2.2 billion in new carriages.

"The system is rapidly approaching gridlock," he wrote. "The sys-

tem is not capable of consistently attaining public expectations because key infrastructure has not been adequately maintained."

Kept secret for more than a year, the report was revealed through a series of *Herald* reports in February last year, before being released generally months later. Joseph Kerr

Once the CityRail network has been divided into five sectors over

the next decade, Mr Costa wants to introduce a new timetable, a job that his predecessor Carl Scully attempted but could not finish.

He refused to reveal specific targets for the period of time between trains. "You need a degree in

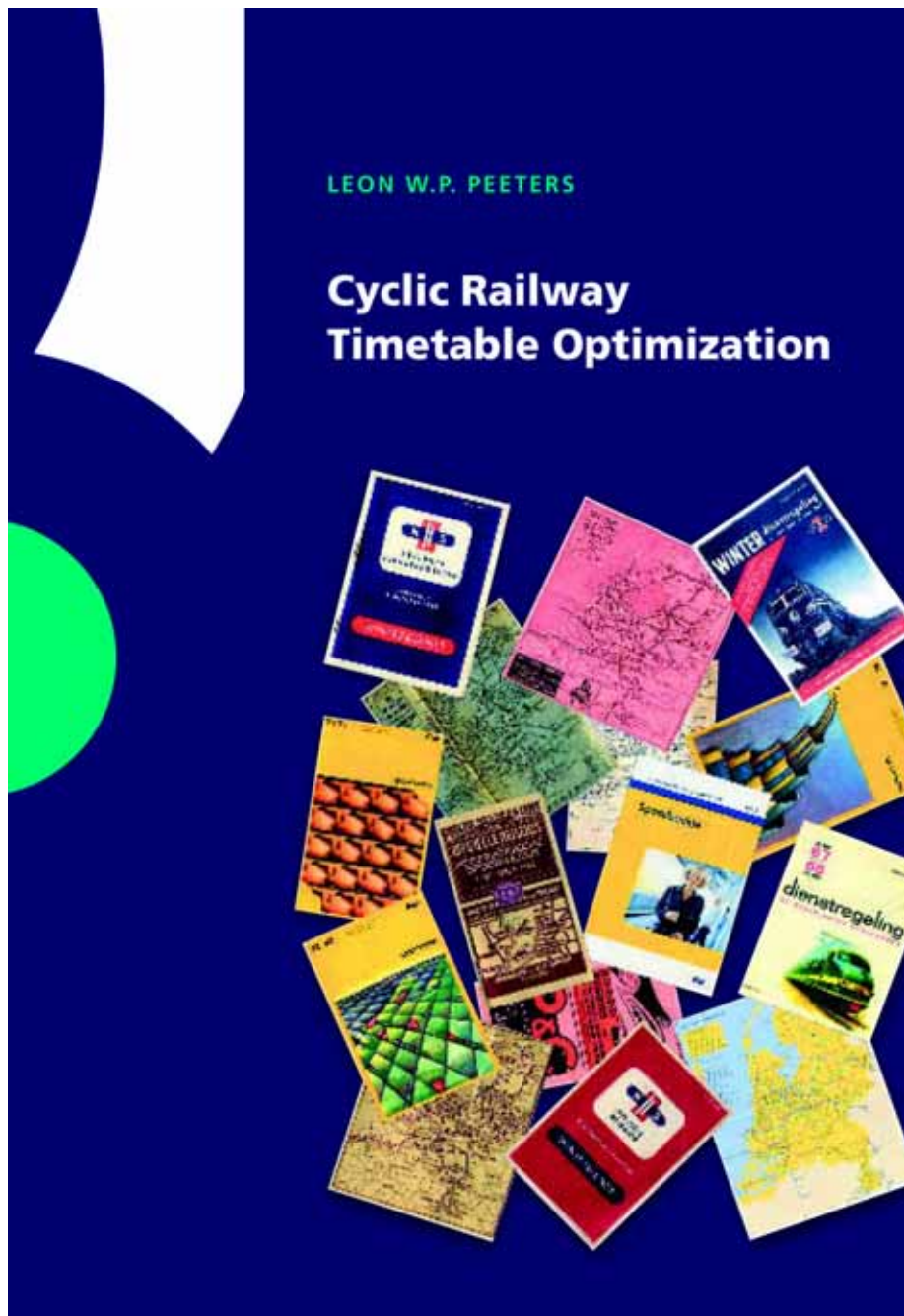
timetable-ology to get around the system [at the moment]," Mr Costa said. Under the new timetables, "you [would] know that you will be able to walk down to the station and there will be a train every [say] 15 minutes".

SMH Thu 22-Aug-2003

In September last year, The Times published NSW Transport Minister Michael Costa's assessment that commuters needed a degree in 'timetable-ology' to get around the Sydney system. Now, Erasmus University in Rotterdam has obliged by awarding a degree in just this subject to Leon Peeters. Such degrees are actually neither rare nor new, particularly in Europe, where the first such were probably awarded in the 1960s (another Dr Peters!). They have been awarded also in Australia, and The Times reported on the work of Andrew Higgins at the Queensland Institute of Technology in our July 2000 issue devoted to computer methods in timetable compilation.

Dr Peeter's work was for a mathematical analysis of the compilation of cyclic timetables- ones which, in his words, 'train connections are operated regularly with respect to a cycle time. So, a train for a certain destination leaves a certain station at the same time every cycle time, say every half an hour, every hour, or every two hours. Cyclic timetables are mainly used for passenger railways, though cargo rail schedules are sometimes also cyclic to some extent. This thesis therefore focuses on passenger railway timetables.' They're the ones Mr. Costa wants too (above)- he might like to hire the new graduate.

One place where Dr Peeter's thesis stands out is in its spectacular cover (right)- which contains a full colour rendition of 80 years of Netherlands Railways Public Timetable covers. In my days, a Ph.D. would never have been allowed to be so flashy. Dr Peeters thesis introduces itself with the words: 'As sometimes happens to trains as well, this thesis on railway timetabling has arrived a bit later than



A bad case of over-kill?

For a few months in 2001, Sydney Buses web-site carried an extraordinary facility, in which it was possible to ascertain the departure times of every bus service at every bus stop in Sydney. Below is a single page from the #390 service to Prince Henry Hospital, covering just 3 km of route in the late evening peak. Because of the closeness of the stops to one another, many show identical departure times—perhaps the times should have been given to the nearest second!

STA Tripfinder - TimeTable http://www.tripfinder.com.au/sta/timeta...qs=R165:Y4:S5589:E5819:W1807:Csta:Dive

SEARCH your TRIP

Explore Sydney

Ferry Cruises

Sydney Buses

AIRPORT EXPRESS

Tickets & Bookings

Email us

Bondi Explorer

STA TripFinder - Time Table

Bus Timetable Sydney Buses 390, Phh - Quay (Little Bay Rd Direct)) Thursday (from 18:07)

From Prince Henry Hospital (In)
to Cr Phillip and Phillip L
via Cr Little Bay and Mirrabooka

Prince Henry Hospital (In) Little Bay	18:07	18:37	19:01	19:26	20:01	20:31	21:01	21:31	22:01	22:31
Cr Little Bay and Mirrabooka Little Bay	18:07	18:37	19:01	19:26	20:01	20:31	21:01	21:31	22:01	22:31
Cr Little Bay and Nurla Little Bay	18:08	18:38	19:02	19:27	20:02	20:32	21:02	21:32	22:02	22:32
Hastings Chifley	18:08	18:38	19:02	19:27	20:02	20:32	21:02	21:32	22:02	22:32
Hastings Chifley	18:09	18:39	19:03	19:28	20:03	20:33	21:03	21:33	22:03	22:33
Hastings Chifley	18:09	18:39	19:03	19:28	20:03	20:33	21:03	21:33	22:03	22:33
Cr Macquarie and Forrest Chifley	18:10	18:40	19:04	19:29	20:04	20:34	21:04	21:34	22:04	22:34
Cr Dampier and Eyre Chifley	18:10	18:40	19:04	19:29	20:04	20:34	21:04	21:34	22:04	22:34
Cr Dampier and Carnegie Chifley	18:11	18:41	19:05	19:30	20:05	20:35	21:05	21:35	22:05	22:35
Cr Wassell and Burke Matraville	18:11	18:41	19:05	19:30	20:05	20:35	21:05	21:35	22:05	22:35
Cr Wassell and Caley Matraville	18:12	18:42	19:06	19:31	20:06	20:36	21:06	21:36	22:06	22:36
Cr Franklin and Wassell Matraville	18:13	18:43	19:07	19:32	20:07	20:37	21:07	21:37	22:07	22:37
Franklin Matraville	18:13	18:43	19:07	19:32	20:07	20:37	21:07	21:37	22:07	22:37
Matraville Hotel, Bunnerong Nr Perry (In) Matraville	18:14	18:44	19:08	19:33	20:08	20:38	21:08	21:38	22:08	22:38
Cr Bunnerong and Daunt Matraville	18:15	18:45	19:09	19:34	20:09	20:39	21:09	21:39	22:09	22:39
Cr Bunnerong and Daunt Matraville	18:15	18:45	19:09	19:34	20:09	20:39	21:09	21:39	22:09	22:39
Cr Bunnerong and Devitt Hillsdale	18:16	18:46	19:10	19:35	20:10	20:40	21:10	21:40	22:10	22:40
Bunnerong Hillsdale	18:17	18:47	19:11	19:36	20:10	20:40	21:10	21:40	22:10	22:40
Bunnerong Hillsdale	18:18	18:48	19:12	19:37	20:11	20:41	21:11	21:41	22:11	22:41
Bunnerong Maroubra	18:18	18:48	19:12	19:37	20:11	20:41	21:11	21:41	22:11	22:41
Pagewood Eastgardens (Bunnerong Rd) Maroubra	18:19	18:49	19:13	19:38	20:12	20:42	21:12	21:42	22:12	22:42
Pagewood, Bunnerong Nr Westfield Dr (In) Pagewood	18:19	18:49	19:13	19:38	20:12	20:42	21:12	21:42	22:12	22:42
Pagewood, Bunnerong Nr Heffron (In) Pagewood	18:20	18:50	19:14	19:39	20:13	20:43	21:13	21:43	22:13	22:43

1 of 2 8/02/01 3:10 PM

Annandale Ferry 1886

DUNCAN MACAUSLAN has been rootling about in the NSW State Archives again and has unearthed another timetable treasure.

Yet again this wasn't what I was looking for but...

Whilst researching about a cable tram proposal in Balmain in 1886 I came across this timetable in the *Balmain Observer* of 27 November 1886. Many people including several books have mentioned Ferry Road in Glebe as having been served by ferries but so far I have never seen documented

proof. This timetable doesn't mention it but does refer to a wharf at Kennedy Street which is not mentioned on maps today. Was this Ferry Road?

A look at Gibbs Shallard's map of 1885 show it was not. Kennedy Street is now known as Leichhardt Street and is some 400m north of Ferry Road. So now I've found a wharf that's not mentioned in the

reference books and is not shown on the later 1892 Gibbs Shallard map.

The timetable mentions Gordon Street as being in Balmain which is stretching it a bit even if Rozelle was known as Balmain West in those days. One has to assume that the Saturday evening service continued hourly but were there services on a Sunday?

Annandale, Balmain, & Glebe Point Steam Ferry.

STEAMERS leave ANNANDALE & LIME-STREET WHARF, foot of Brinkins-st., as follows :—

Lime-st. Wharf	Annandale
6	5:30
7	6:30
7:50	7:20
8:50	8:30
9:40	9:15
10:30	10:10
11:30	11:0
12:30	12:0
1:30	1:0
2:30	2:0
3:30	3:0
4:30	4:0
5:30	5:0
6:30	6:0
7:30	7:0

Calling at Gordon-st., Balmain, Glebe Point and Kennedy-st. Late trips on Saturday night, until 11:30 p.m. from Sydney.

Fare 3d. each way.

M. BYRNES,

Proprietor.

My Mum's timetable- Timetable Oddity #6

This is a personalised timetable, prepared for a specific passenger, as a result of a personal request. GEOFF LAMBERT reports on how it came about and some of its features.

Two or three years ago, when buying a ticket at the Bacchus Marsh railway station, my mother asked,

'Have you a timetable you can give me?'

'Yes', says the man, 'Try one of these.'

'These are no good, the print is too small', says my mother who had deteriorating eyesight. 'Why can't I have one of those like you've got stuck to the wall there?'

'You can! Call in on your way home and I'll have one for you.'

So she did, and he did.

The result is reproduced below, save for the fact that it is reproduced at about quarter-size, the original being laid out in A3 landscape format.

This interesting timetable raises questions and calls for comment.

First—how common is it for a transport authority to make a special print-run of a timetable for one favoured customer? Is this just a copy of some kind of staff timetable?

Second— what sort of software and hardware was used to produce this timetable? At first glance, it seems to be an output of an Excel spreadsheet. But is it something supplied to the station by V/Line or is its production the result of a Bacchus Marsh station staff initiative? And did they use an A3 printer? What other uses would they have for that?

Some of the interesting features of this timetable are:

- It is station-specific: *in lieu* of the mandated 'ruled red line' line, this custom version uses Excel's formatting facilities to highlight the Bacchus Marsh line in bordered bold and with a background. In addition, trains that

run express through Bacchus Marsh, or arrive and terminate short, at Melton, do not appear.

- All times are in the 12-hour clock format, without any indication of a.m. or p.m.
- If it really is an Excel spreadsheet, then the times have not been formatted as times, they have been formatted as numbers. And, because the compiler was probably unaware of Excel's capabilities in this regard, all '3-digit' times appear without the customary leading zero. But otherwise this is a very competent use of Excel.
- The train numbers appear, and they could easily be thought of as something of significance to the passenger, as there is no explanation of what they are.

Are bouquets or brickbats due from the AATTC?

TRAIN TIMETABLE																																				
effective 22/07/2001																																				
TO MELBOURNE													MONDAY TO FRIDAY							SATURDAY				SUNDAY												
	8102	8104	8106	8112	8114	8116	8118	8122	8128	8130	8132	8134	8136	8138	8140	BUS	8142	8144	8106	8116	8122	8128	8134	8138	8140	8142	8122	8130	8136	8138	8140	8142				
BALLARAT					650			753		1005			1210	135	315	425	540	720				655	835		1140	320	455	605	800	1115	125	335	515	735		
BALLAN					716			819		1030			1239	203	342	451	610	746				721	900		1205	345	522	630	825	1140	150	401	541	801		
B/MARSH	510	545	623	653	715	734	745	837	1002	1050	1137	100	221	400	511	630	804	855				835	741	918	1040	1222	403	543	648	843	1159	209	419	559	820	
MELTON	522	557	635	705	727			757	847	1014	1100	1150	113	232	411	523	645	815	907				646	753	929	1051	1233	414	555	658	854	1210	220	430	612	831
ROCKBANK	528	603	641	711	733					1019		1155						915					651	759		1056										
DEER PARK	534	612	649	720	743			810		1027		1203			422		924						659	807		1104										
ARDEER	537	615	652	723	746			813		1030		1206			425		927						702	810		1107										
SUNSHINE	546	619	658	729	752	800	819	906	1038	1116	1214	132	251	431	544		831	939				707	816	951	1112	1249	430	613	716	910	1228	237	448	629	847	
FOOTSCRAY	552	626	705	736	759			828		1045		1220			437		948					713	822		1118								454			
NTH. MELB	557	631	710	742	805	812	833	920	1050																											
SPENCER ST	601	638	715	747	810	817	838	923	1055	1131	1229	147	307	448	600	725	845	958				722	832	1005	1128	103	446	629	730	925	1241	253	502	642	900	
FROM MELBOURNE													MONDAY TO FRIDAY							SATURDAY				SUNDAY												
	8103	8105	8107	8109	8111	8113	8115	8117	8119	8121	8125	8127	8131	8133	8135	8137	8139	8141	8103	8109	8111	8115	8119	8129	8135	8139	8107	8111	8115	8119	8129	8135				
FLINDERS ST																																				
SPENCER ST	806	830	935	1016	1108	1228	208	335	413	425	512	524	549	612	648	748	855	935				813	907	1117	107	349	547	653	837	925	1100	107	317	528	713	
NTH. MELB								339	416	429	516	528	553	616	652																					
FOOTSCRAY		837		1024			217	344		434	522	534	558	621	656	756		944					915		116		700									
SUNSHINE	820	843	949	1030	1123	1243	223	352	427	442	529	541	605	627	702	802	908	950				826	922	1131	122	403	706	851	939	1113	122	330	543	727		
ARDEER		846		1033			226	355		445	532	544		630	705		953						925		125											
DEER PARK		850		1036			229	359		449	536	548		634	709		957						928		129											
ROCKBANK		905		1045			410	459	546	559		644	717				1006						936		138		717									
MELTON	836	912	1007	1054	1137	1258	242	418		507	554	606	626	652	722	822	924	1013				843	942	1146	145	420	617	723	905	954	1127	137	346	558	743	
B/MARSH	849	925	1017	1114	1149	113	253	437	451	526	608	618	641	706	733	840	937	1027				855	955	1157	156	431	628	734	915	1005	1138	148	357	610	756	
BALLAN	909		1042		1209	132	312	511							801		958					920		1218	219	450	648	753	934	1025	1159	209	418	630	819	
BALLARAT	940		1120		1240	205	346	539							831		1028					952		1250	250	526	716	821	1002	1053	1227	237	448	700	852	