



The Times

July 2005

A journal of transport timetable history and analysis



Riding the racks: timetables for trains that climb



Inside: Rack railway timetables

Abbotsford tram and bus timetable 1957

Graph of the century?

Alfred Hitchcock presents.... Timetables!

**RRP \$2.95
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The Times

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—Contents—

Timetables for rack railways	3
Abbotsford tram and bus timetable of 1957	9
How the car won	14
Alfred Hitchcock Presents— timetables	15
Famous timetable collectors?...	16

On the front cover

Clockwise from top left, the cover shows: Wilderswil– Schynige Platte railway in Switzerland, the Mt Morgan rack railway in Queensland, the Skitube logo, a Dubbil Barril-Queenstown rack train leaving Dubbil Barril on the Abt Wilderness Railway and one of the farewell trains on the Rimutaka Incline near Wellington, New Zealand– with 5 engines!



Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan

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President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Secretary	Stephen Ward	12/1219 Centre Road SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Editor, The Times	Geoff Lambert	See above	
Editor, Table Talk	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
Membership Officer	Dennis McLean	P.O.Box 24 NUNDAH QLD 4012	(07) 3266 8515
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9527-6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	(08) 8331 9043
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Vacant		
Sydney Convenor	Chris London	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	

Timetable racks

Queenstown, Mt Morgan, Cross Creek, Perisher and Wilderswil all are, or were, the location of interesting rack railways and they have interesting timetables. GEOFF LAMBERT, whose first train journey at the age of 3 days was over one of them, gives some details.

Don't know Wilderswil? Please read on... It's an astonishingly steep railway in the Grindelwald, which I glimpsed out of the window of the Interlaken train one day and which has fascinated me ever since.

The SPB, opened in 1893, is a pure rack and pinion railway with a gauge of 800 mm worked on the Riggenbach - Pauli system with 8 bridges, 4 tunnels and a maximum grade of 25%—or 1 in 4. It connects the BOB Wilderswil station near Interlaken with the Schynige Platte overlook. Initially, this railway was powered by steam locos and at a very early stage became property of the BOB; in 1914, along with the BOB it was electrified using 1500 V direct current. Even today the SPB has managed to retain an endearing, old-fashioned appearance and only operates in summer. Small electric locos are used exclusively on this line, some of them acquired from the Wengernalp Railway along with some open and closed coaches

which are built for coupling to the front of the loco. A steam locomotive is still kept in service for special group excursions. Some of the rolling stock is used on the WAB in winter to handle heavy seasonal tourist traffic.

The timetable below is the current one and displays a feature common to all rack railways—slowness. The line is 7.255 km long, so an up-bound trip moves at only 8.3 km per hour and a down-bound one at exactly the same pace. This equality of speeds in either direction is also a feature of most racks and reflects the fact that despite the steepness and effort involved to go uphill—and lack of effort to go downhill—it is the mechanics of the rack system which determine rate of progress.

Our second Abt railway is that originally built by the Mt Lyell Mining and Railway Company and now restored to operate as a tourist line. Built mostly in the early 1890s to 3 foot 6 inch gauge and some 28 miles in length, this line

was unusual among rack lines in that it had uphill grades in both directions. This resulted from the need to climb out of the King River valley, over Sailor Jack Divide and down again to the Queen River valley.

Originally touted as a gold mine, the Mt Lyell mine soon yielded copper in vast amounts—but it was actually a rich lode of silver ore that provided the finances to build its railway from Queenstown down to the port at Strahan.

The Mt Lyell company was a very professionally-run concern and its railway reflected this. The Company employed experienced and professional people and paid them exceptionally well to build and operate its mine and railway. In consequence, the railway ended up looking like and operating like a government-owned common carrier line. This extended to such timetable niceties as a regular Working Time Table and even an Appendix to it. The WTT (No 13) on page 4 was an insert into the 1901 Appen-

Wilderswil–Schynige Platte / Schynige Platte–Wilderswil															
Interlaken West, Bahnhof	7:10	7:40	8:40	9:10	9:40	10:40	11:10	11:40	12:40	13:10	13:40	14:40	15:10	15:40	16:40
Wilderswil, Bahnhof	7:18	7:48	8:48	9:18	9:48	10:48	11:18	11:48	12:48	13:18	13:48	14:48	15:18	15:48	16:48
Interlaken Ost	7:20	7:51	8:20	9:20	9:51	10:20	11:20	11:51	12:20	13:20	14:20	15:20	15:51	16:20	
Wilderswil	7:25	7:56	8:25	9:25	9:56	10:25	11:25	11:56	12:25	13:25	14:25	15:25	15:56	16:25	
	639	641	643	647	649	651	655	657	659	663	665	667	671	673	675
Wilderswil	7:30	8:10	8:50	9:30	10:10	10:50	11:30	12:10	12:50	13:30	14:10	14:50	15:30	16:10	16:50
Breitläuenern	8:04	8:44	9:24	10:04	10:44	11:24	12:04	12:44	13:24	14:04	14:44	15:24	16:04	16:44	17:24
Schynige Platte	8:22	9:02	9:42	10:22	11:02	11:42	12:22	13:02	13:42	14:22	15:02	15:42	16:22	17:02	17:42
	632	634	638	640	642	646	648	650	654	656	658	662	664	666	670
Schynige Platte	8:26	9:06	9:46	10:26	11:06	11:46	12:26	13:06	13:46	14:26	15:06	15:46	16:26	17:06	18:00
Breitläuenern	8:44	9:24	10:04	10:44	11:24	12:04	12:44	13:24	14:04	14:44	15:24	16:04	16:44	17:24	18:18
Wilderswil	9:18	9:58	10:38	11:18	11:58	12:38	13:18	13:58	14:38	15:18	15:58	16:38	17:18	17:58	18:52
Wilderswil	9:36	10:06	11:06	11:36	12:06	13:06		14:06	15:06	15:36	16:06	17:06	17:36	18:06	19:06
Interlaken Ost	9:40	10:10	11:10	11:40	12:10	13:10		14:10	15:10	15:40	16:10	17:10	17:40	18:10	19:10
Wilderswil, Bahnhof	9:42	10:12	10:42	11:42	12:12	12:42	13:42	14:12	14:42	15:42	16:12	16:42	17:42	18:12	19:12
Interlaken West, Bahnhof	9:50	10:20	10:50	11:50	12:20	12:50	13:50	14:20	14:50	15:50	16:20	16:50	17:50	18:20	19:20

28 Mai–2 Okt
 25 Juni–25 Sep
 Montag-Freitag, ohne allg. Feiertage

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WORKING TIME TABLE.

This TIME TABLE includes No. 13
No. 13 Extended With SUPPLEMENTARY SERVICE.

UP TRAINS.

DOWN TRAINS.

MILEAGE.		STATIONS.	TRAINS.										MILEAGE.		STATIONS.	TRAINS.									
From Queenstown.	Between Stations.		G 1	P 1	G 3	S 1	P 3	G 5	S 3	G 1	S 5	From Regatta Point.	Between Stations.	G 2		S 2	G 4	P 2	S 4	G 6	P 4	S 6	G 8		
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			
...	...	QUEENSTOWN ... dep.	7.45	8. 0	9. 0	...	2. 0	3. 0	...	7.30	...	...	...	REGATTA POINT dep.	...	9. 0	...	11. 0	3. 0	...	5. 0	8. 0	...
3½	3½	LYNCHFORD ... arr.	7.56	8.10	9.11	...	2.10	3.11	...	7.41	...	4	4	LOWANA ... ..	...	9.17	...	11.12	3.17	...	5.12	8.17	...	
		" ... dep.	7.58	8.12	9.13	...	2.12	3.13	...	7.43	...	7½	3½	TEEPOOKANA ... arr.	...	9.30	...	11.25	3.30	...	5.25	8.30	...		
6½	2½	HALL'S CREEK ... arr.	8.08	8.21	9.23	...	2.21	3.23	...	7.53	...			" ... dep.	...	9.40	...	11.35	3.40	...	5.35	8.31	...		
		" " ... dep.	8.23	8.23	9.25	...	2.23	3.25	...	7.55	...	10½	3	CAMP SPUR ... ..	...	9.57	...	11.37	3.57	...	5.37	8.45	...	
6½	1½	RINADEENA ... arr.	8.43	8.43	9.45	...	2.43	3.45	...	8.15	...	11½	1½	DUBBILBARRIL ... arr.	...	10.10	...	11.45	4.10	...	5.45	8.50	...		
		" " ... dep.	...	8.48	9.50	11.15	2.48	3.50	5.15	8.20	9.55			" ... dep.	...	10.30	10.30	11.50	4.30	4.30	5.50	9.10	9.10		
9½	2½	DUBBILBARRIL ... arr.	...	9.13	10.30	11.45	3.13	4.30	5.45	8.50	10.25	14½	2½	RINADEENA ... arr.	...	11.10	11.10	12.30	5.10	5.10	6.30	9.55	9.55		
		" " ... dep.	...	9.14	...	11.50	3.14	...	5.50	...	10.30			" ... dep.	...	8.55	...	11.15	12.35	...	5.15	6.35	...		
11	1½	CAMP SPUR ... ..	...	9.20	...	12.0	3.20	...	6. 0	...	10.40	16	1½	HALL'S CREEK ... arr.	...	9.10	...	11.30	12.50	...	5.30	6.50	...	
14	3	TEEPOOKANA ... arr.	...	9.34	...	12.16	3.34	...	6.16	...	10.50			" " ... dep.	...	...	...	11.35	12.51	...	5.35	6.51	...
		" ... dep.	...	9.35	...	12.20	3.35	...	6.20	...	11. 0	18	2½	LYNCHFORD ... arr.	...	...	...	11.45	12.57	...	5.45	6.57	...
17½	3½	LOWANA ... ..	...	9.49	...	12.35	3.49	...	6.35	...	11.15			" ... dep.	...	...	...	11.47	1.02	...	5.47	7.02	...
21½	4	REGATTA POINT ... arr.	...	10.0	...	12.50	4.0	...	6.50	...	11.30	21½	3½	QUEENSTOWN ... arr.	...	...	...	12. 0	1.15	...	6. 0	7.15	...

S. Strahan Baldwin Engine.
P. Abt Passenger Engine.
G. Abt Goods Engine.

The Supplementary Service will be run only when specially advised, when the running of G 3 will commence at Hall's Creek. On all other occasions, G 1 and G 2 will not be run. On No. 13 Time Table, Trains G 7, S 5, S 6, and G 8 will not be run.

NOTE.—SUPPLEMENTARY SERVICE WHEN PASSENGER ENGINES ONLY ARE RUNNING.—The engine arriving at Queenstown at 1.15 p.m., with P 2 will take the 2.0 p.m. P 3 passenger, P 3 on for as Rinaadena; dep. Rinaadena for Queenstown at 2.50 p.m., and crossing local trains as instructed by S. M. Queenstown. The engine detached to run P 3, will leave Queenstown at 1.45, arrive Hall's Creek 2.6, wait for P 3, assist train to Rinaadena, and then run to Regatta Point with P 3. This arrangement will be advised as "Passenger Trains only, with Supplementary Engine Service."

dix and details a typically busy time in the line's history. Even transcribing this into graphical form does not completely clarify what was going on. We can see what was probably a light engine movement or shortish train out of Queenstown at 0730 waiting at Halls Creek at the foot of the 1:16 grade for the following train. These trains ran coupled to the summit at Rinaadena (the name means raindrops) and an engine then returned to Halls Creek to assist the 9 a.m. goods service over the top and down the 1:20 grade to Dubbilbarril (so-called because of its two water tanks). An engine then assisted another train back to the summit and returned to Dubbilbarril to finally pick up its train and continue on to Strahan.

The MLMR's detailed records show that, in 1913, a total of 9673 engine miles were accumulated on the rack. At one engine per train (it wasn't always), that would equate to 2300 trains per year, fewer than half the number appearing in the 1901 WTT.

Such complicated workings were typical of rack lines and, on the Abt Wilderness Railway, they are scarcely any simpler today, as the timetable on page 5 shows. Today

(mostly) the steam train runs once (winter) or twice (summer) per day on the Queenstown-Dubbil Barril—the name itself is double-barrelled now! Here it meets a diesel-hauled train that has come up the water-level route from Strahan and the passengers have lunch or afternoon tea and swap trains, the steam loco is turned on the turntable and each train returns to its starting point. The train is still worked on staff and ticket system, as it was in the old days— although it once had a genuine block telegraph system.. It is just possible to make a return trip on the line in summer. At a stunning cost of \$350 Premium class, it must be the most expensive short railway trip in the world. The Company (Federal Hotels) provide a bus service as an alternative to return passengers to their starting point for \$14, but it is also possible to do this even cheaper on the unadvertised school bus service. This is how we did the trip on my first trip over the line when I was 3 days old.

Very similar in many ways to the Mt Lyell line, particularly insofar as loco. power was concerned, was the QR's Mt Morgan line, a nine-mile branch from QR's Central Line. This was a rather short rack

section by anybody's standards—one and a quarter miles—and this explains why it was so easy to later avoid it with a short deviation.

Like Mt Lyell, Mt Morgan was an exceptionally rich gold mine at the surface, succeeded at depth by equally rich copper ore. In the late 1880s and 1890s when the rails reached the Mount it was probably the richest gold mine in the world, paying £100,000 in dividends per month— some \$10 million in today's terms. But this did not require much rail traffic— certainly less than a train load of gold came from the mine in its entire life. But when the mine switched to copper and built a coal-devouring smelter on the site, this changed, with a procession of coal trains labouring up the hill to the town of 10,000 people. It is said that traffic peaked at some 40 trains per day in the years prior to World War 1, by which time an extension of the line was creeping slowly to the southwest.

The mine later collapsed, but was revived after the Depression and rail traffic increased again— the timetable here is from 1950 (2 years before the rack section closed), when an extensive system of traffic-generating branches ex-

isted to the southwest of Mt Morgan. Uphill is from Moonmerra to Moongan, which also happens to be the Up direction in railway-speak (Queensland was the reverse of other railways in this respect). The names are aboriginal meaning 'bottom of hill' and 'top of hill'. At Mt Morgan, the rack engines usually pushed their trains up the hill, a practice common on many rack lines, to prevent break-aways.

As can be seen in the table on page 6, the line was very busy with 120 trains per week over the rack section, fairly evenly split between Up

and Down trains. At this time the main part of the WTT showed only 25 trains to Mt Morgan per week—the trains in the TT reproduced here reflect the fact that most of these were split into at least two parts for the ascent.

This is where the Mt Morgan line differs markedly from the next incline railway we consider—New Zealand's famous Rimutaka incline. On this line, the trains were broken into as many as 5 pieces with an engine at the head of each, but were then reassembled into one train again, as seen on our

cover.

The incline was opened in 1878 and ran for nearly 80 years. Unlike the other lines described here, it was not an Abt rack railway, but one worked on the Fell principle, where springs forced horizontally-arranged driving wheels against a smooth centre rail. The Fell section was on the eastern side of the Rimutaka Range and was part of the Government Railway's line to Palmerston North, an alternative to the privately-owned Wellington and Manawatu railway. The latter line had the lion's share of the traffic

Strahan Departures

Strahan	Dep	10:15
Lower Landing	Arr	11:00
Dubbi Rail	Arr	12:00
Dubbi Rail	Dep	13:00
Lynchford	Arr	—
Queenstown	Arr	14:30

Strahan	Dep	10:15	15:15
Lower Landing	Arr	11:00	—
Dubbi Rail	Arr	12:00	16:30
Dubbi Rail	Dep	13:00	17:00
Lynchford	Arr	—	—
Queenstown	Arr	14:30	18:30

Queenstown	Dep	15:00
Strahan	Arr	15:45

Queenstown	Dep	15:00	18:45
Strahan	Arr	15:45	19:30

Queenstown Departures

Queenstown	Dep	10:00
Lynchford	Arr	10:15
Dubbi Rail	Arr	12:00
Dubbi Rail	Dep	13:00
Lower Landing	Arr	13:45
Strahan	Arr	14:30

Queenstown	Dep	10:00	15:00
Lynchford	Arr	10:15	—
Dubbi Rail	Arr	12:00	16:30
Dubbi Rail	Dep	13:00	17:00
Lower Landing	Arr	13:45	—
Strahan	Arr	14:30	18:30

Strahan	Dep	16:30
Queenstown	Arr	16:45

Strahan	Dep	16:30	19:45
Queenstown	Arr	16:45	20:30

Trains are steam hauled between Queenstown and Dubbi Rail returns, and diesel hauled between Strahan and Dubbi Rail.

West Coast Wilderness Railway

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- Federation carriages
- Unique railway experience
- Abt rack and pinion climbing system

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Timetable 2005

	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S
MARCH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31											
APRIL					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30								
MAY						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30							
JUNE				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30									
JULY					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29									

Match date of travel to colour of timetable
 Whilst every effort is made to offer the service and advertised traction Federal Hotels & Resorts cannot be held liable for any changes to the above timetable.
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Stations.	1 D.R. Mon., Wed., Fri.	3 D.R. Mon., Wed., Fri.	5 S.R. Mon., Wed., Fri.	7 S.R. Tues., Thur.	9 D.R. Mon., Wed., Fri.	11 S.R. Sat.	13 R. Sat.	15 D.R. Mon., Wed.	17 S.R. Fri.	19 R. Fri.
Mount Morgan dep	a.m. 4 5	a.m. ..	a.m. 5 50	a.m. 6 40	a.m. ..	a.m. 7 28	a.m. ..	a.m. ..	a.m. ..	a.m. ..
Moongan .. arr	4 20	..	..	..	..	..	..	..	..	..
Ditto .. dep	4 33	5 40	..	..	6 47	..	8 28	7 50	7 50	8 5
Moonmera .. arr	4 45	5 52	6 15	7 7	6 50	7 53	8 40	8 2	8 2	8 17

Stations.	21 R. Except Sat.	23 S.R. Mon., Wed.	25 S.R. Sat.	27 R. Sat. As reqd.	29 R. Mon., Wed.	31 S.R. Sat.	33 S.R. Wed. As reqd.	35 S.R. Wed. As reqd.	37 R. Mon., Tu., We., Th., Fri.	39 S.R. Fri.
Mount Morgan dep	a.m. ..	a.m. ..	a.m. 9 45	a.m. ..	a.m. ..	a.m. 11 43	p.m. 2 40	p.m. ..	p.m. 3 35	p.m. 4 35
Moongan .. arr	..	..	9 59	..	..	11 57	..	..	..	..
Ditto .. dep	8 32	8 45	..	10 12	10 30	12 14	..	3 35	..	..
Moonmera .. arr	8 44	9 0	..	10 24	10 45	12 26	3 10	3 47	4 5	5 5

Stations.	41 R. Except Sat.	43 S.R. Sat.	45 R. Tues., Thur., Sat.	47 R. Tues., Thur., Sat.	49 R. Mon., Wed., Fri.	51 S.R. Tues., Thur., Sat.	53 S.R. Sat.	Y 7 R. or 5 R. Sun.	3 R. Sun.	—
Mount Morgan dep	p.m. ..	p.m. 5 40	p.m. ..	p.m. ..	p.m. ..	p.m. ..	p.m. ..	a.m. 7 15	p.m. 5 13	..
Moongan .. arr	..	5 54	..	..	..	..	..	7 30	5 28	..
Ditto .. dep	5 35	..	6 12	7 0	7 15	7 47	8 35	7 44	5 42	..
Moonmera .. arr	5 47	..	6 27	7 12	7 30	7 59	8 47	7 56	5 54	..

Stations.	2 D.R. Mon., Wed., Fri.	4 D.R. Mon., Wed., Fri.	6 R. Except Sat.	8 D.R. Mon., Wed., Fri.	10 R. Mon., Wed., Fri., Sat.	12 S.R. Except Sat.*	14 S.R. Sat.	16 S.R. Mon., Wed.	—	—
Moonmera .. dep	a.m. 5 10	a.m. 6 17	a.m. 7 13	a.m. 7 30	a.m. 8 20	a.m. 9 0	a.m. ..	a.m. 9 25	..	..
Moongan .. arr	5 27	6 34	7 28	7 47	8 35	..	..	..	..	..
Ditto .. dep	..	..	..	..	..	..	8 52	..	..	..
Mount Morgan arr	..	..	..	..	..	9 30	9 5	9 55	..	..

Stations.	18 S.R. Mon., Wed.	20 S.R. Sat.	22 S.R. Mon., Wed.	24 R. Sat.	26 R. Wed. As reqd.	28 R. Except Sat.	30 S.R. As reqd.	32 R. Except Sat.	—	—
Moonmera .. dep	a.m. 9 40	a.m. 10 30	a.m. 10 50	p.m. 1 55	p.m. 3 15	p.m. 4 10	p.m. 5 16	p.m. 5 50	..	..
Moongan .. arr	9 55	..	..	2 12	3 30	4 25	..	6 5	..	..
Ditto .. dep	..	..	..	2 26	..	..	..	..	..	..
Mount Morgan arr	..	11 0	11 20	2 41	..	..	5 46	..	..	..

Stations.	34 S.R. L.E., Tues., Thur., Sat.	36 S.R. L.E., Tues., Thur., Sat.	38 S.R. L.E., Wed., Fri.	40 R. Sat.	42 S.R. Tues., Thur.	44 S.R. Sat.	2 R. Sun.	6 R. or Y 10 R. Sun. Winter (See note †.)	6 R. or Y 10 R. Sun. Summer (See note †.)	—
Moonmera .. dep	p.m. 6 30	p.m. 7 22	p.m. 7 35	p.m. 8 15	p.m. 8 35	p.m. 9 0	a.m. 9 59	p.m. 7 51	p.m. 8 51	..
Moongan .. arr	6 42	7 34	..	8 30	8 52	9 17	10 14	8 6	9 6	..
Ditto .. dep	..	..	..	..	9 5	9 30	10 30	8 23	9 23	..
Mount Morgan arr	..	..	8 5	..	9 20	9 45	10 45	8 38	9 38	..

† Date of commencement of 6 R. or Y 10 R. for the summer and winter seasons will be advised by train notice.

Altered and additional rack working may be arranged according to the exigencies of traffic.

from Wellington to the north because of its easier operating conditions, though it was by no means an easy line to operate either. When the latter's difficult sections were bypassed with a tunnel, even more

traffic was sucked away from Rimutaka and the Incline was itself by-passed with a tunnel in the 1950s. Peak traffic on the Incline was in 1907, when there were about 6 trips in each direction per

day. The predominant traffic over the line as shown in our timetable of 1950 is that by specially-fitted railcars, which could make the ascent in 15 minutes, twice the speed of the little steamers.

WOODVILLE - UPPER HUTT ; GREYTOWN BRANCH—continued

159

DOWN.		719	789	823	749	783	825	847
STATIONS.		Mixed.	Wgton. Goods.	Mo, Tu, We, Th, Fri. To Wgton. Goods.	Fri. To Wgton. Rail Car.	Mo, We, Fri. Goods.	Tu, Th, Sat. Mixed.	Mo, Tu, We, Th, Fri. To W'gton. Goods.
Woodville	CEIRTWX dep	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ngawapurua	J "	..	..	..	..	6.45	6.48	..
Mangatainoka	TX arr	..	..	..	..	..	*	..
"	dep	..	..	..	..	..	7.10	..
Wright, Stephenson, and Co., Ltd's Sdg. (pte.)	\$ "	..	..	..	..	..	7.14	..
Pahiatua	TWX "	..	..	..	..	..	7.32	..
Konini	J "	..	..	..	..	..	*	..
Mangamaire	FT "	..	..	..	..	..	*	..
Hukanui	TX "	..	..	..	..	..	8.1	..
Newman	J "	..	..	..	..	..	*	..
Eketahuna	TWX "	..	..	..	..	..	8.27	..
Mangamahoe	HJ "	..	..	..	..	..	*	..
Mauriceville	TWX "	..	..	..	..	..	9.0	..
Kopuaranga	J "	..	..	..	..	..	*	..
Opaki	HJ "	..	..	..	..	..	*	..
Masterton	CRTWX arr	..	..	..	..	..	9.32	..
"	dep	..	..	4.35	9.25	..	..	..
Renall Street	||JL "	..	..	..	*	..	..	..
The Shell, Vacuum Oil, and Atlantic Union Co's Siding	\$ "	..	..	..	..	..	..	..
Solway	J "	..	..	..	..	..	..	..
Waingawa	FT "	..	..	..	..	..	..	..
Clareville	J "	..	..	..	..	..	..	..
Booth's Siding	\$ "	..	..	..	..	..	..	..
Carterton	TWX arr	..	..	5.30	..	..	..	..
"	dep	..	..	5.45	9.41	..	..	..
Dalefield	J "	..	..	..	*	..	..	..
Matarawa	J "	..	..	..	*	..	..	..
Woodside Junction	FTW arr	..	..	..	..	..	..	..
Greytown Branch—								
Greytown	CFW dep	5.5	..	..	..	..	..	..
Woodside Junction	FW arr	5.18	..	..	..	..	..	..
Woodside Junction	FTW dep	..	..	6.15	9.54	..	..	..
Fernside	J "	..	..	..	*	..	..	..
Featherston	TX arr	..	..	6.37	..	..	..	..
"	dep	..	..	6.52	10.3	..	..	..
Pigeon Bush	FT "	..	..	..	*	..	..	..
Cross Creek	CDEITWX arr	..	..	7.20(746)	..	..	..	..
"	dep	..	5.25	7.46	10.15	..	..	11.22
Summit	CFITW arr	..	6.10	8.30 (742,746)	..	..	..	12.5
"	dep	..	6.40	8.50	10.31	..	..	..
Kaitoke	FIRTW arr	..	7.5	..	..	..	..	..
"	dep	..	7.10	..	10.49	..	..	..
Mangaroa	FT "	..	..	..	*	..	..	..
Upper Hutt	CITWX arr	..	7.35	9.45	11.7	..	..	..
				Thence as shown on page 172				

f On Friday No. 823 will be due:—

Cross Creek	..	..	..	..	arr	p.m. 7.20(746)
"	..	..	..	..	arr	8.5
Summit	..	..	..	..	arr	8.45 (742,746)
"	..	..	..	..	dep	9.10
Upper Hutt	..	..	..	..	arr	10.5

3—Wellington

One can now walk the length of the incline and the chattering noise of 20 locomotive cylinders hard at work has been replaced with the whistling of wind in the gorse.

Last, but very much far from least is the Skitube railway at Perisher in Australia's Snowy Mountains—*far from least* because of its intensity of service and the speed of its

traffic.

This is one of the world's newest rack railways, being built in the 1980s and, like Wilderswil, is a tourist railway. Unlike Wilderswil

though, its peak season is in the winter, because it is first and foremost a railway for skiers.

As can be seen in the timetable on page 8, the line operates 24 hours per day, with services 'on call' throughout the night. This, of course, is to cater for the snow bunnies who drive several hundred kilometres down from Sydney after work for an intensive 2 to 3 days of ski-ing.

The speeds on this line are spectacular to say the least— it takes only 10 minutes to ascend to Perisher, a speed of 40 km per hour. Coming down is slower (by law)—the only line in our table where it is—only 21 km per hour on the 12.5% grade

An interesting feature of this timetable are the rules and restrictions on luggage. The timetable says: In order to maximise passenger ca-

capacity and safety, luggage restrictions apply to Skitube during peak operational periods for the 2005 season. The green shaded area indicates on Fridays, Saturdays and Sundays during the periods of Saturday 2nd July 2005 to Sunday 28th August 2005 inclusive, restrictions on luggage will apply. Snow bunnies, of course, come encumbered with loads of palaver.

Railway	Gauge (mm)	Length of rack (km)	Maximum grade	Year of timetable shown	Traffic shown in timetables (trains/day)		Average speeds km/h	
					Up-hill	Down-hill	Up-hill	Down-hill
Wilderswil	800	7.3	25.0%	2005	15.0	15.0	8.3	8.3
Mt Lyell	1067	6.6	6.3%	1901	8.0	6.0	6.0	8.8
Abt Wilderness	--	--	--	2005	2.0	2.0	Unknown	Unknown
Mt Morgan	1067	2.3	6.1%	1950	8.4	8.7	9.2	11.5
Rimutaka	1067	4.8	6.7%	1947	4.9	5.7	6.7	14.5
Skitube	1435	6.3	12.5%	2005	45	45	40	21

For Mt Lyell, "uphill" means Halls Creek-Dubbil Barril

SKITUBE ALPINE RAILWAY TIMETABLE

Peak Season Timetable

Effective from 27 June to 11 September 2005

Bullocks Flat to Perisher Valley (uphill)

1.00am#	6.00am	8.20am	10.20am	12.00pm	3.00pm	5.00pm	7.40pm^
2.00am*#	6.30am	8.40am	10.40am	12.30pm	3.20pm	5.20pm	8.00pm#
3.00am*#	7.00am	9.00am	11.00am	1.00pm	3.40pm	5.40pm	9.00pm#
4.00am*#	7.20am	9.20am	11.30am	1.30pm	4.00pm	6.00pm	10.00pm#
5.00am#	7.40am	9.40am		2.00pm	4.20pm	6.40pm^	11.00pm#
	8.00am	10.00am		2.30pm	4.40pm	7.00pm	11.45pm#

Perisher Valley to Blue Cow (uphill)

6.44am	8.14am	9.34am	10.54am	12.12pm	2.12pm	3.52pm	5.12pm
7.14am	8.34am	9.54am	11.14am	12.42pm	2.42pm	4.12pm	5.32pm
7.34am	8.54am	10.14am	11.44am	1.12pm	3.12pm	4.32pm	5.52pm
7.54am	9.14am	10.34am		1.42pm	3.32pm	4.52pm	6.12pm

Blue Cow to Perisher Valley (downhill)

7.02am	8.42am	10.22am		12.02pm	2.30pm	4.20pm	6.00pm
7.22am	9.02am	10.42am		12.30pm	3.00pm	4.40pm	6.21pm
7.42am	9.22am	11.02am		1.00pm	3.20pm	5.00pm	
8.02am	9.42am	11.32am		1.30pm	3.40pm	5.20pm	
8.22am	10.02am			2.00pm	4.00pm	5.40pm	

Perisher Valley to Bullocks Flat (downhill)

12.32am#	6.40am	8.52am	10.52am	12.12pm	3.12pm	5.12pm	7.32pm
1.32am#	7.12am	9.12am	11.12am	12.42pm	3.32pm	5.32pm	7.52pm^
2.32am*#	7.32am	9.32am	11.42am	1.12pm	3.52pm	5.52pm	8.32pm#
3.32am*#	7.52am	9.52am		1.42pm	4.12pm	6.12pm	9.32pm#
4.32am*#	8.12am	10.12am		2.12pm	4.32pm	6.32pm	10.32pm#
5.32am#	8.32am	10.32am		2.42pm	4.52pm	6.52pm^	11.26pm#

A bus and tram timetable: the Abbotsford service in 1957

JIM O'NEIL'S *bus articles* are arguably the most popular we run in *The Times*. But, for those who prefer to have their transport on rails, Jim serves up an unusual treat—a combined bus AND tram timetable.

I was reading Bob Henderson's articles on the replacement of the tram routes in Sydney, when the outer ends of quite a few services were converted to buses while trams still ran on the inner parts of the route. In a few cases, this meant that a timetable was issued for both bus and tram services.

I went to my collection, and as I recalled, I have such a timetable for the Abbotsford line (cover, right). One thing which the timetable does not make very clear, is that the buses and tram followed different routes in the city. The trams still ran down George Street - there was no alternative, since the Pitt/Castlereagh tram lines had been closed by this time. The buses ran down Pitt Street, thus having buses only on Pitt and trams only on George (and also Elizabeth St). There is no indication of this on the front cover. At the top of page 2 (The Times, p 10), we are told the buses run on Pitt and Castlereagh Sts, but we are only told that the Haberfield trams run in peak hours on Dly [weekdays?], not where they run. On page 8 (The Times, p 11) we do have the routes given, and George Street is finally mentioned.

On the following page there is a map (The Times, p13), but George Street is again absent. In fact, Pitt Street is shown proceeding due north from Railway Square (so at first sight it seems to be George Street). Tram timetables had not had maps (if you wanted to know where the tram went, you could look for the tracks in the street) but bus timetables did have maps. So this timetable has a map which shows us the bus route only.

Returning to page 2, we find four outbound timing points to Haberfield, but only one inbound. The next logical inbound timing point would be Leichhardt Town Hall, from which there was a more frequent tram service on the Leichhardt Line. We should note the

Department of Government Transport, N.S.W. No. 163

Route 452:
**Circular Quay—Haberfield—
Five Dock
Bus Service**

•

Route 453:
**Circular Quay—Haberfield—
Five Dock—Abbotsford
Bus Service**
(Daily)
and
**Fort Macquarie—Haberfield
Tram Service**
(Mondays to Fridays—Peak Hours Only)

Commencing Sunday, September 29, 1957

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† 23520--A

large number of trams which start in the early morning from Johns-

ton Street Annandale for Haberfield: 6.33, 6.44, 6.54, 6.56, 7.6, 7.16 and 7.25. The 6.38 is the first

tram which starts further into the city, at 7.26 from Central Railway. It seems unlikely that there were many passengers travelling from South Annandale to Haberfield at that or any hour. If we look on page 8 again, we can work out that the tram takes eleven minutes from South Annandale to Haberfield. The 6.33 is clearly the tram coming from Rozelle Depot to run into the city at 6.46, the first inbound tram of the day. And yet there are no corresponding trams back from Haberfield after 5.0. Presumably there were no passengers at that time. Were there factories along Parramatta Road or in Leichhardt whose workers could use a tram before 7 o'clock, but would be long gone by five?

There are also more trams from Millers Point than to it. Four trams leave Millers Point for Haberfield and another two leave from Argyle Street. Only two run in to Millers Point and one to Argyle Street. Apart from the 5.0 from Haberfield to Argyle Street, which would be in time to form the 5.39 back, these trams do not correspond with one another. Trams did not always return on the same run as they had come into the city on.

On page 4 (The Times p12, upper left), we start with the Travelling Restrictions. Passengers were not meant to travel by bus, if they could join the higher capacity tram for the shorter distance. From 3.39 p.m. to 5.20 the Travelling Restriction is Alt St. Haberfield; the last Haberfield tram, the 5.16 from Fort Macquarie would pass Circular Quay about that time. Thereafter, until 6.29, the restriction is *Elswick St. Leichhardt*. Only the Leichhardt trams are still running, so Haberfield passengers must now catch the 452 and 453 buses. The buses start earlier than the trams, at 4.35 from Circular Quay (this bus left Abbotsford at 3.45 a.m.) and ran much later. The last bus from Abbotsford left Circular Quay at 3.42 in the morning - leaving only an hour's gap before the first bus of the next day. In fact, the first bus in from Abbotsford would pass the last bus of the previous day out to Abbotsford en route.

Note the quarter hourly service in the middle of the day, at 9, 24, 39 and 54 minutes past the hour from Circular Quay. There is a

bus every ten minutes from Circular Quay between 3.13 and 4.43, but slightly less from 4.43 to 6.8. It seems we have workers leaving factories before 5 o'clock in larger numbers than white collar workers from the city travelling on the buses. There are extra buses from Martin Place (and perhaps from Eddy Avenue), so that buses are recorded as *every ten minutes or more frequent interval* from Eddy Avenue and later timing points.

There are again fewer timing points inbound, and only two of them have a complete list of times. It is seven minutes from Abbotsford to Five Dock Shops (as we can see from page 8), and only the additional buses on the 452, which start from Lyons Road are shown. None of these go all the way to Circular Quay, most terminating at Martin Place (see E and Y on page 7, The Times p 13, upper left) and one, the C8.39p.m. terminates at

2

A bus service (Routes 452 and 453) operates between Circular Quay, Haberfield, Five Dock and Abbotsford at all times via Pitt and Castlereagh Streets. (For travelling restrictions, see page 3.)

The tram service between the City and Haberfield operates only during the a.m. and p.m. peak hours on Mondays to Fridays.

HABERFIELD TRAM SERVICE

MONDAYS TO FRIDAYS.

TO HABERFIELD.

FROM FORT MACQUARIE—7.27 (from Circular Quay), 7.46 a.m., 3.37, 3.47, 3.57, 4.17, 4.25, 4.37, 4.57, 5.3, 5.16 p.m.

FROM MILLERS POINT—8.5 a.m., 4.8, 4.47, 5.13 (from Argyle Street), 5.23, 5.39 p.m. (from Argyle Street).

FROM RAILWAY SQUARE WAITING ROOM—7.26, 7.32, 7.37, 7.44, 7.53, 8.4, 8.22 a.m., 3.55, 4.5, 4.15, 4.25, 4.35, 4.43, 4.55, 5.4, 5.11, 5.15, 5.21, 5.27, 5.34, 5.40, 5.53 p.m.

FROM JOHNSTON STREET, ANNANDALE—6.33, 6.44, 6.54, 6.56, 7.6, 7.16, 7.25, 7.38, 7.45, 7.49, 7.56, 8.6, 8.16, 8.34 a.m., 4.7, 4.17, 4.27, 4.37, 4.47, 4.55, 5.7, 5.16, 5.23, 5.27, 5.33, 5.39, 5.46, 5.52, 6.5 p.m.

TO FORT MACQUARIE.

FROM HABERFIELD—6.46 (to Circular Quay), 6.57, 7.7 (to Central Railway), 7.10, 7.19, 7.29, 7.39, 7.49, 7.58 (to Millers Point), 8.6 (to Circular Quay), 8.10 (to Millers Point), 8.19, 8.30, 8.46 a.m., 4.22, 4.32, 4.42, 4.52, 5.0 p.m. (to Argyle Street).

For Explanation of Signs, see page 7.

Rawson Place, just north of Railway Square. At other times, you'll have to wait for the bus a little after the Abbotsford timing, or a bit before the Five Docks Shops times. Haberfield is listed as three (3) minutes after Five Dock, but there is no mention here of the additional tram service.

On Fridays the off-peak service is changed. There are additional services to and from Martin Place, but the Circular Quay service is reduced from quarter hourly to

twenty minutes, so the combined service runs every ten minutes. But if you want to know when to pick up a bus from Five Dock Shops to the City during shopping hours on Friday, the only way is to add seven minutes to the Abbotsford times.

On Saturdays we find the travelling restrictions applied between 11.36 and 12.26. Half-day working on Saturdays was still the normal state of affairs. The first bus of the day is now at 3.42 a.m., but this

doesn't actually mean an earlier start, since the 3.42 on Saturday morning will be the same as the last bus on Friday night. Saturday service does stop earlier, however, at a mere 2.7 a.m. There are more additional buses on Saturdays from Martin Place than on Mondays to Fridays. Those on the midday peak period run through to Abbotsford, most others were marked F, for Five Dock only. Saturday service was as extensive as weekday service in 1957.

Sunday service was less so, though still not to be despised. From Circular Quay buses started at 5.55 a.m. and ran through until 12.53 a.m. For much of the day there was a quarter hourly headway and between 1 p.m. and 3 buses were leaving the Quay roughly every ten minutes. Holidays, however, were another story. As Public Holiday Services vary, we are given two numbers to ring. In business hours, you can try extension 296 at Transport House in Macquarie St., at other times try Burwood Depot.

When the trams on the Red Routes finished in 1958, the Abbotsford and Five Dock services returned to George Street, they were also re-numbered in a single series with the Glebe, Balmain and Leichhardt services. Haberfield became 436, Five Dock 437 and Abbotsford 438. However, buses from Circular Quay to Burwood Depot, not shown in this timetable, nor in later ones, continued to be numbered 454 for many years, even though they ran down George Street. I didn't discover route 454 until the sixties, but it must have gone back to the old Abbotsford services of the late fifties.

[Note added by proof reader—The 454 was shown on the departure tts at Circular Quay, but were no guaranteed, as buses could be diverted to other services. It was classed as an AD (As Directed) service.]

BUS SERVICE

MONDAYS TO FRIDAYS.

(On Fridays the Day Off-Peak Service is improved, see page 4.)

TRAVELLING RESTRICTIONS.

Buses departing Abbotsford or Five Dock between 6.49 a.m. and 8.30 a.m., will not take up school children after arrival at Alt Street, Haberfield.

Buses departing the City will be restricted as follows:—

Between 3.39 p.m. and 5.20 p.m.—"First set down Alt Street, Haberfield".

Between 5.21 p.m. and 6.29 p.m.—"First set down Elswick Street, Leichhardt".

Travelling restrictions will NOT apply on journeys departing the City before or after these times.

TO FIVE DOCK AND ABBOTSFORD.

FROM CIRCULAR QUAY—4.35, 5.23, 5.50, 6.26, 6.38, 6.50, 7.10, 7.17, 7.26, 7.35, 7.49, 8.4, 8.15, 8.24, 8.32, 8.40, 8.48, 8.58, 9.7, F9.13, 9.24, 9.33, 9.42, 9.54, 10.11, 10.30, 10.40, 10.54 a.m., then at 9, 24, 39 and 54 minutes past each hour to 2.39, 2.46, 3.0, 3.13, then every 10 minutes to 4.43, 4.50, 5.0, 5.10, 5.20, 5.30, 5.42, 5.56, 6.8, 6.19, 6.29, 6.41, 6.56, 7.11, 7.26, 7.41, F7.51, 7.56, 8.9, 8.24, 8.39, 8.54, 9.9, 9.24, 9.44, 10.4, 10.24, 10.39, 10.49, 10.59, 11.14, 11.34, 11.54 p.m., 12.23, 1.7, *1.56, 2.57, 3.42 a.m.

FROM MARTIN PLACE (ADDITIONAL)—7.9, 7.18, 8.4, F9.3 a.m., 2.32, 2.38, 2.59, A3.8, 3.14, 3.22, 3.34, 3.54, 4.3, F4.11, 4.24, 4.40, 4.44, 4.50, 4.59, 5.10, 5.27, 5.42, 5.50 p.m.

FROM EDDY AVENUE (PITT STREET)—4.45, 5.33, 5.59, 6.37, 6.49, 7.1, 7.17, 7.21, 7.26, 7.28, 7.37, 7.46, 8.0, 8.12, 8.15, 8.26, 8.35, 8.43, 8.51, 8.59, 9.9, F9.11, 9.18, F9.24, 9.35, 9.44, 9.53, 10.5, 10.22, 10.41, 10.51 a.m., then at 5, 20, 35 and 50 minutes past each hour to 2.35 p.m., then every 10 minutes or more frequent intervals to 6.17, 6.28, 6.38, 6.50, 7.5, 7.20, 7.35, 7.50, F8.0, 8.5, 8.18, 8.33, 8.48, 9.3, F9.13, 9.18, 9.33, 9.53, 10.13, 10.33, 10.48, 10.58, 11.8, 11.23, 11.43 p.m., 12.3, 12.33, 1.17, *2.6, 3.7, 3.52 a.m.

FROM JOHNSTON STREET, ANNANDALE—B4.15, 4.57, N5.37, 5.47, 6.12, N6.41, 6.50, N6.59, 7.2, 7.14, 7.30, 7.34, 7.39, 7.41, 7.50, 7.59, 8.13, 8.25, 8.28, 8.39, 8.48, 8.56, 9.4, 9.12, 9.22, F9.24, 9.31, F9.37, 9.48, 9.57, 10.6, 10.18, 10.35, 10.54 a.m., then at 3, 18, 33 and 48 minutes past each hour to 2.48 p.m., then every 10 minutes or more frequent intervals to 6.30, 6.41, 6.51, 7.3, 7.18, 7.33, 7.48, 8.3, F8.13, 8.18, 8.31, 8.46, 9.1, 9.16, F9.26, 9.31, 9.46, 10.6, 10.26, 10.46, 11.1, 11.11, 11.21, 11.36, 11.56 p.m., 12.16, 12.47, 1.29, 3.19, 4.4 a.m.

FROM FIVE DOCK SHOPS TO ABBOTSFORD—B3.36, B4.27, 4.52, 5.9, 5.36, 5.46, 6.0, 6.11, 6.15, 6.25, 6.31, 6.39, 6.45, 6.51, 6.57, 7.3, 7.9, 7.15, 7.27, 7.43, 7.47, 7.52, 7.54, 8.3, 8.10, 8.12, 8.26, 8.38, 8.41, 8.52, 9.1, 9.9, 9.17, 9.25, 9.35, 9.44, 10.1, 10.10, 10.19, 10.31, 10.48, 11.7, 11.17, 11.31, 11.46 a.m., then at 1, 16, 31 and 46 minutes past each hour to 3.1 p.m., then every 10 minutes or more frequent intervals to 6.42, 6.53, 7.3, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.43, 8.58, 9.13, 9.28, 9.43, 9.58, 10.18, 10.38, 10.58, 11.10, 11.13, 11.23, 11.33, 11.48 p.m., 12.8, 12.28, 1.0, 1.41, 3.31, 4.16 a.m.

7
BUS SERVICE—continued.

SUNDAYS—continued.

TO FIVE DOCK AND ABBOTSFORD—continued.

FROM FIVE DOCK SHOPS TO ABBOTSFORD—4.57, 5.38, 6.32, 7.12, 7.42, 8.2, 8.16, 8.46, 9.3, 9.16, 9.41, 9.58, 10.1, 10.18, 10.38, 10.58, 11.13, 11.28, 11.43, 11.58 a.m., 12.13, 12.28, 12.43, 1.1, 1.16, 1.43, 1.58, 2.18, 2.38, 2.58, 3.23, 3.38, 3.53, 4.18, 4.38, 4.58, 5.17, 5.27, 5.37, 5.57, 6.7, 6.17, 6.37, 6.51, 7.1, 7.16, 7.31, 7.43, 8.1, 8.16, 8.31, 8.46, 9.1, 9.16, 9.36, 9.56, 10.16, 10.46, 11.16, 11.56 p.m., 12.34, 1.27, 3.36 a.m.

TO CIRCULAR QUAY.

FROM ABBOTSFORD—5.7, 5.48, 6.52, 7.22, 7.52, 8.12, 8.32, 8.56, 9.12, 9.32, 9.52 a.m., then at 7, 22, 37 and 52 minutes past each hour to 12.37, 12.47, 12.52, 1.2, 1.12, 1.32, 1.42, 1.53, 2.12, 2.32, 2.52, 3.12, 3.32, 3.47, 4.12, 4.32, 4.52, 5.12, 5.27, 5.37, 5.52 p.m., then at 7, 22, 37 and 52 minutes past each hour to 7.52, 8.12, 8.32, 8.52, 9.22, 9.26, 9.52, 10.6, 10.32, 11.12, 11.26 p.m., 12.6, 12.43, 1.36 a.m.

FROM LYONS ROAD, FIVE DOCK (ADDITIONAL—ROUTE 452) 1.32, 2.12, 2.32, 2.52, 3.12, 4.12, 4.32, 4.52, 5.12 p.m.

FROM FIVE DOCK SHOPS—5.15, 5.56, 7.0, 7.30, 8.0, 8.20, 8.40, 9.4, 9.19, 9.39, 9.59, 10.14, 10.29, 10.44, 10.59, 11.14, 11.29, 11.44, 11.59 a.m., 12.14, 12.29, 12.44, 12.54, 12.59, 1.9, 1.20, 1.34, 1.40, 1.49, 2.1, 2.14, 2.19, 2.34, 2.39, 2.54, 2.59, 3.14, 3.19, 3.39, 3.54, 4.14, 4.19, 4.34, 4.39, 4.54, 4.59, 5.14, 5.19, 5.35, 5.45, 6.0, 6.15, 6.29, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.20, 8.40, 9.0, 9.30, 10.0, 10.40, 11.20, p.m., 12.14, 1.43 a.m.

FROM HABERFIELD—Three (3) minutes later than shown from Five Dock Shops.

HOLIDAYS.

AS PUBLIC HOLIDAY SERVICES VARY, PARTICULARS OF FREQUENCY OPERATING MAY BE OBTAINED BY PHONING B0543, EXTENSION 296, BETWEEN 8.30 a.m. AND 4.30 p.m. ON MONDAYS TO FRIDAYS (HOLIDAYS EXCEPTED) AND BURWOOD DEPOT (UJ 5317) AT OTHER TIMES.

EXPLANATION OF SIGNS

- A—From Spring Street—Does not operate on Fridays.
- B—Operates on Mondays only.
- C—To Rawson Place.
- E—From Hampden and Great North Roads to Martin Place.
- F—To Five Dock.
- N—From Norton Street and Parramatta Road.
- P—To Norton Street and Parramatta Road.
- S—From Blackwall Point Road.
- T—From Leichardt Town Hall.
- Y—To Martin Place.
- *—To Norton Street, thence via Parramatta Road to Burwood Depot.
- †—School Children will NOT be conveyed on this journey unless accompanied by an adult or travelling beyond Norton Street and Parramatta Road, or in possession of a two-way certificate.

8
ROUTES.

ROUTE 453—Bus Service—From Abbotsford via Great North Road, Ramsay Road, Marion and Norton Streets, Parramatta Road, Broadway, Railway Square, Pitt, Hay, Castlereagh, Bligh, Bent, Loftus and Alfred Streets. Returning via Pitt, Lea and Regent Streets, Broadway, thence as shown for Inward Journey.

TRAM SERVICE—From Haberfield via Ramsay Road, Marion and Norton Streets, Parramatta Road, Broadway, Railway Square, George Street, Circular Quay, Circular Quay East.

RUNNING TIMES.

BUS—

From Abbotsford to Five Dock, 7; Haberfield, 11; Johnston Street, Annandale, 20; Central Railway, 32; Circular Quay, 44 minutes.

After 6.0 p.m. on Mondays to Fridays and Sundays, and after 1.0 p.m. on Saturdays, the running time between Five Dock and Johnston Street, Annandale, is reduced by one (1) minute and between Central Railway and Circular Quay the running time is reduced by two (2) minutes.

TRAM—

From Fort Macquarie to Railway Square, 18; Johnston Street, Annandale, 30; Marion Street Junction, 35; Haberfield, 41 minutes.

SECTIONS AND FARES.

**FORT MACQUARIE—HABERFIELD (TRAM).
CIRCULAR QUAY—ABBOTSFORD (BUS).**

Between the under-mentioned points and—	Market Street, City.	Railway Square.	Ross Street, Forest Lodge.	Johnston Street, Annandale.	Norton and Marion Streets, Leichhardt.	Gal-housie Street, Haberfield.	Five Dock Shops.	Hampden Road, Five Dock.	Abbotsford Terminus.
Circular Bus, Fort Macquarie or Williams Point.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.	Ad. 6d. C. 3d.
Market Street, City	—	6d. 3d.	9d. 3d.	1/— 6d.	1/3 6d.	1/3 6d.	1/6 9d.	1/6 9d.	1/9 9d.
Railway Square	—	—	6d. 3d.	6d. 3d.	1/— 6d.	1/3 6d.	1/6 9d.	1/6 9d.	1/9 9d.
Ross Street, Forest Lodge.	—	—	—	6d. 3d.	6d. 3d.	1/— 6d.	1/6 9d.	1/6 9d.	1/9 9d.
Johnston Street, Annandale.	—	—	—	—	6d. 3d.	9d. 3d.	1/— 6d.	1/3 6d.	1/3 6d.
Norton and Marion Streets, Leichhardt.	—	—	—	—	—	6d. 3d.	9d. 3d.	1/— 6d.	1/3 6d.
Dalhousie Street, Haberfield.	—	—	—	—	—	—	6d. 3d.	9d. 3d.	1/— 6d.
Five Dock Shops	—	—	—	—	—	—	—	6d. 3d.	9d. 3d.
Hampden Road, Five Dock.	—	—	—	—	—	—	—	—	6d. 3d.

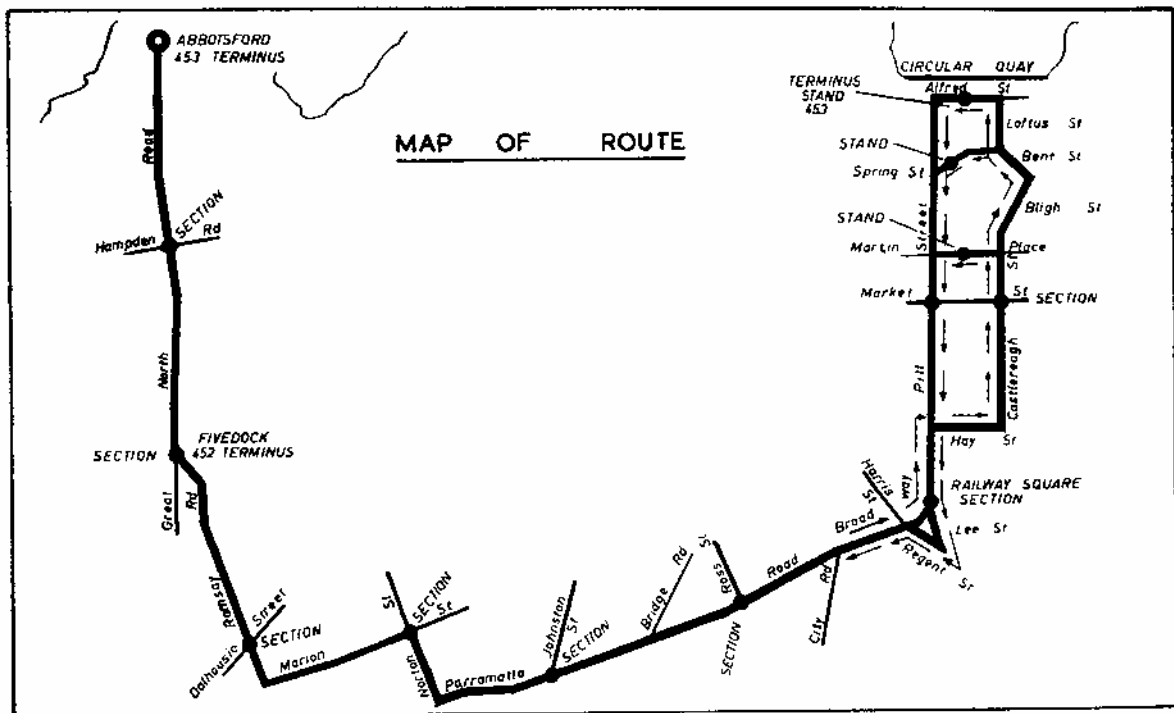
Ad.—Indicates fare for adults.

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

NOTE: Tram Fares: Adult and Concession fares: as shown above.
Children: Maximum fare, 6d.

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

For further particulars phone B 0543 between 8.30 a.m. and 4.30 p.m. on Mondays to Fridays (Holidays excepted) and Burwood Depot (Bus—UJ 5317) or Rozelle Depot (Tram—MW 2155) at other times.



6891 - P

Graphic Insight #86— graph of the century?

Probably the most graphic of all our Graphic Insights is detailed in this installment— the fall of public transport before the onslaught of the car, from the **SYDNEY MORNING HERALD**

In June this year, the Sydney Morning Herald launched its 'Campaign for Sydney', a project 2 years in the making. Running on a daily basis for over three weeks- first describing and then proposing solutions to Sydney's problems, it focussed very largely on transport—particularly rail.

Times readers would know that the AATC has contributed considerable material to the SMH's transport stories in 2004 and 2005. For the Campaign for Sydney, The Times acted in Mark Felt's role- 'I'm the guy they called 'Deep Throat', alerting the SMH to the existence of a rewrite of the famous Christie report. The paper subsequently unearthed this report and 'front-paged' it, forcing the Premier into formally announcing a new cross-Harbour rail line in his speech at the ALP State Conference.

Be that as it may, the articles held much other material of interest for timetable aficionados.

Most telling was the graph at right. Although not captioned or explained in the text, it appears to be a graphical representation of 60 years of Sydney transport, plotting the proportion of urban trips by different transport modes. Its heading is particularly apt- from being just behind rail immediately post-war, car travel soared and soared and rail travel remained static until, at the present time, cars account for over twenty times as many trips as does rail..

People are far more mobile today... the 1945 figures represent about 500 million trips per year, or about 1.4 million trips per day in a city of 1.5 million people. Today, with the population just over 4 million, the number of trips has risen to over 4.3 billion per year or 15.5 million on an average weekday, of which 11.4 million are by car and only 0.8 million by train.

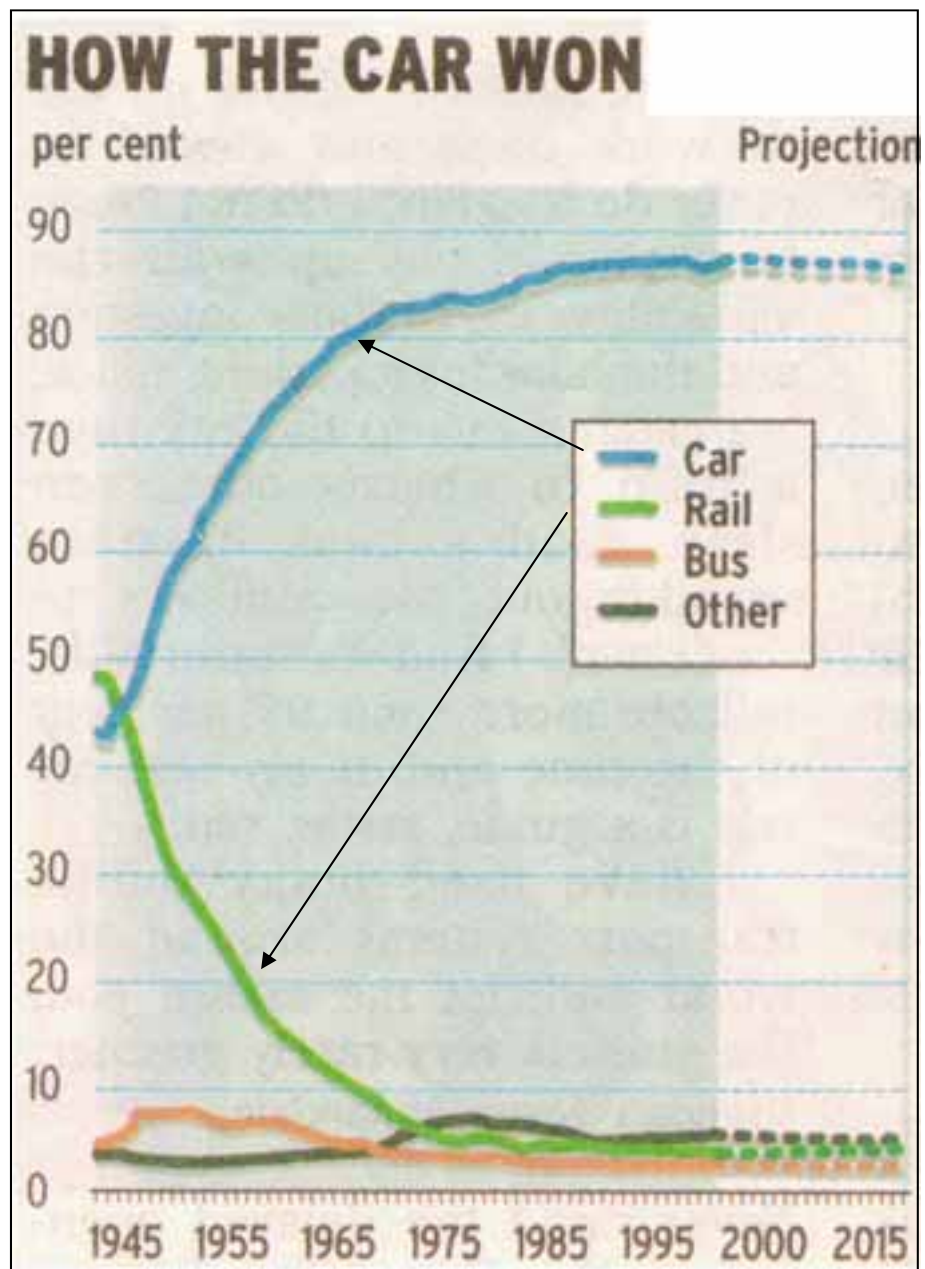
But there is more to be seen in this graph. Look at the figures for buses and see the almost doubling of trips by buses just after WW II. This was the effect of the well-

known entry into the bus transport industry of many returned soldiers. The history of these services is appearing piece by piece in The Times in Jim O'Neil's series on Sydney suburban bus routes.

Then there is 'Other'- what can it measure, do you think? Whatever it was- ferry, cycling, walking, it seems to have boomed in the 1965-1975 period. Currently walking accounts for about 2.8 million trips

per day.

Can you imagine what our timetable collections would look like if rail had maintained its share of Sydney traffic- or what the rail map of Sydney would have had to look like? In a future article, courtesy of *Dr Who* and the *Time Lords*, we will be able to present a typical train timetable of the mid 21st-century, after this graph has had another 50 years to run.



Alfred Hitchcock Presents: timetables!

Famous timetable collectors, No 2 of a series. ALBERT ISAACS has uncovered another closet timetable collector who managed to permeate his hobby into his work... "Good Evening!"

Letter



continues: "An unabashed 'trolley-jolly' in London, he was also a 'timetable buff' for 'imaginary voyages' to other lands. The boy hung a world map on his bedroom wall and bought Lloyd's Register and Cook's Continental Tours (sic), embarking on pretend 'trips on the Trans-Siberian Railway.' The little coloured flags he stuck on his map

displayed the courses of ships at sea, and every day the boy moved them around to reflect the itineraries."

A few comments of mine:

I suppose we should forgive an American author for confusing London's trams and buses. McGilligan appears to use the two terms

Dear Geoff,
Past issues of "Table Talk" have discussed famous people who could well be described as T.T. collectors. From memory, I don't think that Alfred Hitchcock has ever been included on that list.

However, "ALFRED HITCHCOCK. A LIFE IN DARNNESS AND LIGHT", by PATRICK MCGILLIGAN (John Wiley & Sons, 2003, West Sussex), contains a couple of fascinating paragraphs in its first chapter. McGilligan spends a lot of time dealing with Hitchcock's early childhood and the influence of his growing-up in London's East End. Inter alia, he says: "Hitchcock soon became addicted to the city trams and rode them everywhere; he later boasted of riding to the end of every route by age eight, memorizing the stops and famous places. (Years later in Hollywood, when the slate board reading 24-1 went up, Hitchcock would murmur, 'Hampstead Heath to Victoria,' that being the route of the 24 bus in those days-right.) The boy could take the bus to Ludgate Hill, visit the Old Bailey, and sit in the back rows of a courtroom and watch the latest murder prosecution unfold. ..."

Two paragraphs later, McGilligan

24		Hampstead Heath - Victoria - Pimlico									
24 hour service		Hampstead Heath South End Green Camden Town Station Harington Crescent Station Warren Street Station Tottenham Court Road Station Tufnell Square Victoria Station Pimlico Grosvenor Road									
Monday - Friday											
Hampstead Heath South End Green	0600	0630	0645	0655	0700	0710	0720	0730	0740	0750	0800
Chalk Farm Road	0604	0634	0649	0659	0706	0716	0726	0736	0746	0756	0806
Camden Town Station	0606	0636	0651	0701	0708	0718	0728	0738	0748	0758	0808
Harington Crescent Station	0609	0639	0654	0704	0711	0721	0731	0741	0751	0801	0811
Warren Street Station	0612	0642	0657	0707	0714	0724	0734	0744	0754	0804	0814
Tottenham Court Road Station	0617	0647	0702	0712	0719	0729	0739	0749	0759	0809	0819
Tufnell Square	0625	0655	0710	0720	0727	0737	0747	0757	0807	0817	0827
Victoria Station	0630	0700	0715	0725	0732	0742	0752	0802	0812	0822	0832
Pimlico Grosvenor Road	0638	0708	0723	0733	0740	0750	0800	0810	0820	0830	0840
Saturday (also Good Friday)											
Hampstead Heath South End Green	0610	0640	0655	0705	0715	0725	0735	0745	0755	0805	0815
Chalk Farm Road	0614	0644	0659	0709	0716	0726	0736	0746	0756	0806	0816
Camden Town Station	0616	0646	0701	0711	0718	0728	0738	0748	0758	0808	0818
Harington Crescent Station	0619	0649	0704	0714	0721	0731	0741	0751	0801	0811	0821
Warren Street Station	0622	0652	0707	0717	0724	0734	0744	0754	0804	0814	0824
Tottenham Court Road Station	0627	0657	0712	0722	0729	0739	0749	0759	0809	0819	0829
Tufnell Square	0635	0705	0720	0730	0737	0747	0757	0807	0817	0827	0837
Victoria Station	0640	0710	0725	0735	0742	0752	0802	0812	0822	0832	0842
Pimlico Grosvenor Road	0648	0718	0733	0743	0750	0800	0810	0820	0830	0840	0850
Sunday and other Public Holidays											
Hampstead Heath South End Green	0610	0640	0655	0705	0715	0725	0735	0745	0755	0805	0815
Chalk Farm Road	0614	0644	0659	0709	0716	0726	0736	0746	0756	0806	0816
Camden Town Station	0616	0646	0701	0711	0718	0728	0738	0748	0758	0808	0818
Harington Crescent Station	0619	0649	0704	0714	0721	0731	0741	0751	0801	0811	0821
Warren Street Station	0622	0652	0707	0717	0724	0734	0744	0754	0804	0814	0824
Tottenham Court Road Station	0627	0657	0712	0722	0729	0739	0749	0759	0809	0819	0829
Tufnell Square	0635	0705	0720	0730	0737	0747	0757	0807	0817	0827	0837
Victoria Station	0640	0710	0725	0735	0742	0752	0802	0812	0822	0832	0842
Pimlico Grosvenor Road	0648	0718	0733	0743	0750	0800	0810	0820	0830	0840	0850
9.10.04 T58340											

interchangeably.

Obviously, "Cook's Continental Tours" should be 'COOK'S CONTINENTAL TIMETABLE'.

I've never heard the term "trolley-jolly" before. Has anyone else? It appears to be a good American term for a tram/trolley/street-car enthusiast. I like it and will probably try to bring it into conversations and will even describe myself as a "trolley-jolly".

It should be noted that, at the time being described, the trans-Siberian Railway was fairly new. Hitchcock was eight years old in 1907 and the Trans-Siberian was not completed until 1905.

I might be drawing a long-bow but McGilligan's interest in this subject and his familiarity with terms like

"trolley-jolly" and "timetable buff" make me suspect that McGilligan may also be a "trolley-jolly" and/or "timetable buff". Later in the book, he points out how Hitchcock regularly used transport, particularly trains, in many of his films and McGilligan goes to great pains to describe some of the transport-oriented scenes. If he's *one of us*, JOLLY good luck to him (pun intended).

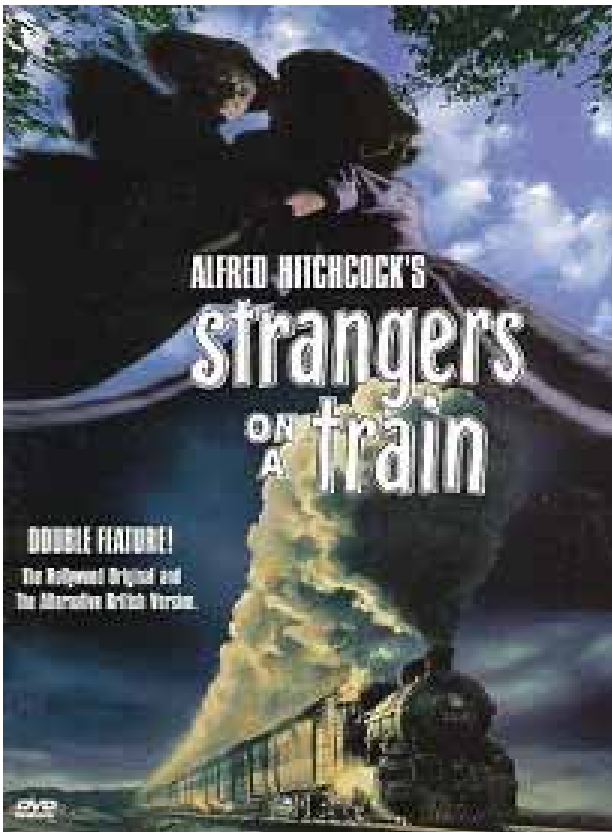
ALBERT ISAACS,

The editor also found this on a web-site:

From a young age, Hitchcock became fascinated with buses, trains and the scheduling of both. He is said to have travelled all over London as a young boy, and apparently had an excellent working

knowledge of the public transit schedule even though he was very young. Perhaps Hitchcock's method of fully preparing his films by sketching out each individual scene can be traced back to this early interest in the timing, clockwork, and methodical planning that must have gone into creating such timetables. Train scheduling necessarily rejects improvisation, and so did the future director when it came to filming his movies, as every shot was literally scheduled in advance.

Hitchcock was famous for appearing in cameo roles in nearly all of his movies (39 out of 45). A disproportionate number of these involved trains. Below, the man with the Cello, attempting to board the train in North by Northwest is the Old Master himself.



Famous timetable collectors?.....

Albert's letter has raised again the spectre of famous people who were also collectors of timetables, a subject broached here earlier with mention of Sigmund Freud on April 1st 2004. While some may doubt the latter because of its date of appearance, we probably all like to advance such names to our wives and friends as a kind of justification for

doing what we do. But there are not many such people. It is said that John Travolta collects airline timetables—he even collects airliners—but how many others are there? In this country, the AATTC membership amounts to fewer than 1 in 100,000 people—so there can't be very many among the 'famous'—however many of *them* there may be.

At the risk of starting another endless debate along the lines of our recent one on replicated station names, The Times suggests that you might like to advance the names of some 'famous' timetable collectors in a letter to us, or even to write an article like that above, so that we may sleep somewhat more soundly knowing 'we are not alone'