



# The Times

July 2006

A journal of transport timetable history and analysis

## Pumpkin buses



SECURITY  
SHUTTLE-BUS  
TIMETABLE



Tel 02 9385 6000 Fax 02 9385 5747  
FreeCall 1-800-626 003

UNSW

BUS (Normal Session)	A	B	A	R	A	B	A	B	A	B	A	B	A	B	A	B	A	B	BUS A (FRIDAY & OUT SESSION)	A	B	A	B	A	B
Red Centre	18:20	•	18:59	19:28	19:41	20:13	20:25	20:56	21:13	21:36	21:58	22:20	22:42	23:04	23:26	23:48	24:10	24:32	18:50	18:59	19:43	20:15	21:11	22:08	23:12
Gate 14	18:23	•	19:02	19:32	19:46	20:16	20:35	21:00	21:17	21:36	21:56	22:07	22:26	22:45	23:04	23:23	23:42	24:01	18:51	19:02	19:46	20:15	21:17	22:02	22:45
Hurlbourne Rd	18:24	•	19:04	19:14	19:48	20:18	20:37	21:01	21:19	21:37	21:54	22:16	22:37	22:57	23:16	23:35	23:54	24:13	18:24	19:04	19:48	20:17	21:19	22:04	22:47
Meeks St	18:26	•	19:06	19:46	19:50	20:20	20:39	21:02	21:19	21:39	22:06	22:30	22:49	23:08	23:27	23:46	24:05	24:24	18:26	19:06	19:50	20:19	21:21	22:06	22:49
Botany Rd	18:28	•	19:08	19:48	19:52	20:22	20:41	21:04	21:23	21:51	22:06	22:31	22:51	23:10	23:29	23:48	24:07	24:26	18:28	19:08	19:52	20:41	21:23	22:08	22:41
Middle St	18:29	•	19:09	19:49	19:53	20:23	20:42	21:05	21:24	21:52	22:07	22:31	22:51	23:10	23:29	23:48	24:07	24:26	18:29	19:09	19:53	20:42	21:24	22:09	22:53
Kennedy St	18:30	•	19:11	19:41	19:54	20:24	20:43	21:07	21:25	21:53	22:10	22:35	22:55	23:14	23:33	23:52	24:11	24:30	18:30	19:11	19:54	20:44	21:27	22:12	22:55
Gate 11 (Tray P/U/Off)	18:32	•	19:13	19:43	19:56	20:26	20:45	21:09	21:27	21:55	22:12	22:37	22:57	23:16	23:35	23:54	24:13	24:32	18:32	19:13	19:56	20:46	21:27	22:12	END
PCW Hospital	18:34	•	19:16	19:45	19:58	20:28	20:48	21:11	21:30	21:57	22:15	22:38	22:58	23:17	23:36	23:55	24:14	24:33	18:34	19:16	19:58	20:48	21:30	22:15	22:58
Belmore Rd R'wick C/oles	18:37	•	19:19	19:49	20:01	20:32	20:51	21:15	21:34	22:00	22:18	22:41	23:01	23:20	23:39	23:58	24:17	24:36	18:37	19:19	20:01	20:51	21:34	22:18	23:01
Belmore Rd R'wick Bank	18:38	•	19:20	19:50	20:02	20:33	20:52	21:16	21:35	22:01	22:19	22:42	23:02	23:21	23:40	23:59	24:18	24:37	18:38	19:20	20:02	20:52	21:35	22:19	23:02
Cook St	18:40	•	19:22	19:52	20:04	20:35	20:54	21:18	21:37	22:03	22:21	22:44	23:04	23:23	23:42	23:61	24:00	24:19	18:40	19:22	20:04	20:54	21:37	22:21	23:04
Mulcares Apartments	18:41	•	19:23	19:53	20:05	20:36	20:55	21:19	21:38	22:04	22:22	22:45	23:05	23:24	23:43	23:62	24:01	24:20	18:41	19:23	20:05	20:55	21:38	22:22	23:05
King St Sch Campus	18:43	•	19:24	19:54	20:06	20:37	20:56	21:21	21:40	22:06	22:24	22:47	23:07	23:26	23:45	23:64	24:03	24:22	18:43	19:24	20:06	20:56	21:40	22:24	23:07
Doncaster Ave	18:46	•	19:27	19:58	20:10	20:41	20:59	21:24	21:43	22:09	22:27	22:50	23:10	23:29	23:48	24:07	24:26	24:45	18:46	19:27	20:10	20:59	21:43	22:27	23:10
Gate 24 High St	18:48	19:15	19:29	20:00	20:12	20:43	21:01	21:26	21:45	22:12	22:30	22:53	23:13	23:32	23:51	24:10	24:29	24:48	18:48	19:29	20:12	21:01	21:45	22:29	23:12
Applied Science	18:50	19:17	19:31	20:02	20:14	20:45	21:03	21:28	21:47	22:14	22:32	22:55	23:15	23:34	23:53	24:12	24:31	24:50	18:50	19:31	20:14	21:03	21:47	22:31	23:14
Uniqsys	18:52	19:19	19:33	20:04	20:16	20:47	21:05	21:30	21:49	22:16	22:34	22:57	23:17	23:36	23:55	24:14	24:33	24:52	18:52	19:33	20:16	21:05	21:49	22:33	23:16
Day As West n C	18:55	19:24	19:38	20:09	20:21	20:51	21:09	21:34	21:53	22:20	22:38	23:01	23:21	23:40	24:00	24:19	24:38	24:57	18:55	19:36	20:19	21:08	21:52	22:36	23:20
Houston Rd	18:56	19:25	19:40	20:10	20:22	20:53	21:10	21:35	21:54	22:19	22:38	23:01	23:21	23:40	24:00	24:19	24:38	24:57	18:56	19:36	20:21	21:10	21:54	22:38	23:21
Meeks St	18:57	19:26	19:41	20:11	20:23	20:54	21:11	21:36	21:55	22:20	22:39	23:02	23:22	23:41	24:01	24:20	24:39	24:58	18:57	19:39	20:22	21:11	21:56	22:39	23:22
TorrsBt St	18:58	19:27	19:42	20:12	20:24	20:55	21:12	21:37	21:56	22:21	22:40	23:03	23:23	23:42	24:02	24:21	24:40	25:00	18:58	19:40	20:23	21:12	21:57	22:40	23:23

**IN SESSION** Monday to Thursday, 2 Buses operate - Bus A & Bus B. **FRIDAY** only 1 Bus operates - Bus A which finishes at 2:30. **OUT OF SESSION** only 1 Bus operates - Bus A which finishes at 2:30. Key: • = timetables in session on 1 July 2006

**Inside: Pumpkin buses in Sydney  
Around the Marsh by bus  
Train Registers  
Devolution of timetables in South Australia**

**RRP \$2.95  
Incl. GST**

# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

July, 2006

Issue No. 268 Vol 23 No. 07

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### On the front cover

Pumpkin buses have grown up recently like...err... like beanstalks... and we feature some timetables from around the Sydney suburbs in this issue. The Manly Pumpkin bus timetable shown on the cover has become the subject of great desire at AATTC Sydney meetings.

For the use of RAILWAY STAFF only



## South Australian Railways

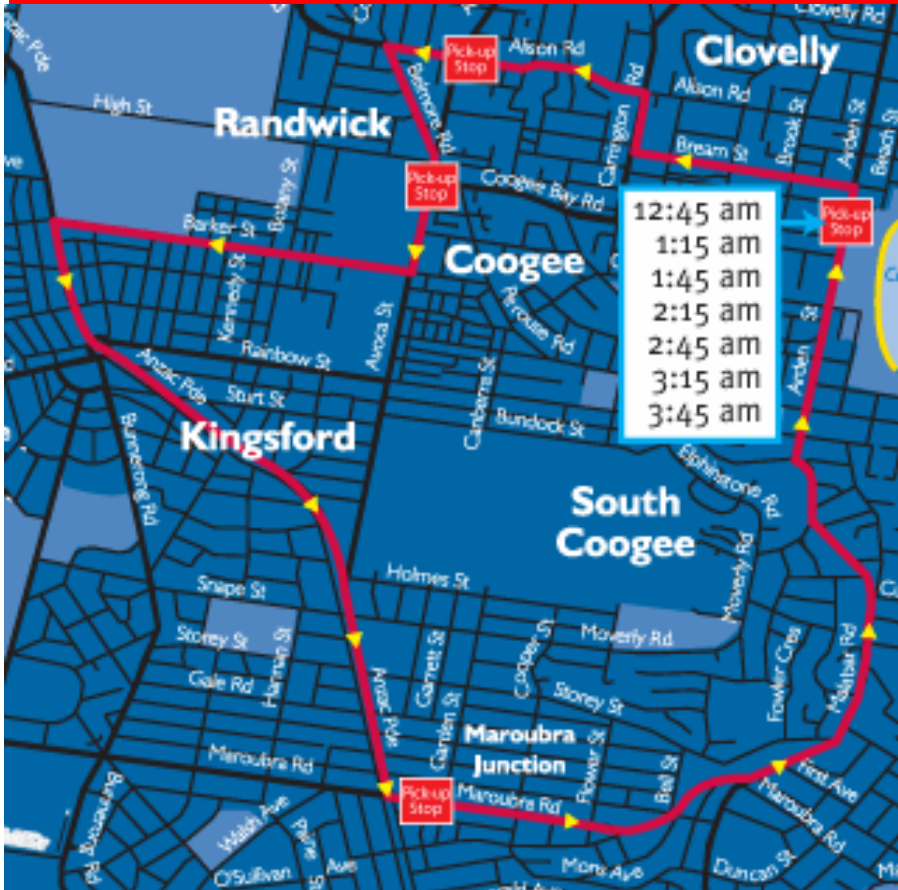
### TIMETABLE TO AND FROM ADELAIDE COMMENCING 4th JULY, 1971

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# The Pumpkin Buses

GEOFF LAMBERT *and* TRANSIT AUSTRALIA



The timetable is shown on our page 5 and indicates that the service runs on both Friday and Saturday nights during the summer season, but only on Saturday nights after February. The route map for this timetable appears on our page 6.

This timetable also contains schedules and maps for the all-night services from the city on route 151— which seems to give the customers an opportunity to get to Manly’s pubs in the first place. The 130 timetable is designed to remove drinkers from the Corso, not to deliver them to it. Many people who use the bus to get home appear to walk into Manly at about dusk. A lot of out-of-town drinkers arrive from the south and west after midnight by taxis, which also do a brisk trade returning them at dawn. The Pumpkin Bus is not for them.

The Pumpkin Bus concept in operation at Manly was extended to the City of Randwick from 16 December 2005. Pumpkin Bus is designed to clear people from the Coogee Beach area. The service operates at night from Coogee every 30 minutes between 0045 and 0345 on a loop route. Funding is provided by major hotels at Coogee, no fares are charged and passengers are only taken up at the hotels. The map on this page is taken from the web-site for this bus and contains as an inset, the only apparent timetable that is published— although the place to which

**M**anly is a hard drinking town— a fact that only caught my attention when I walked into a riot one morning at dawn in the Corso, its famous tourist strip. The pubs stay open all night, a matter of some vexation to the citizens, and the wee small hours therefore see a constant progression of staggering drunks coming and going from as far afield as the western suburbs. It was to keep this tattereddemalion lot off the streets and out of peoples’ hair that the Pumpkin Bus was devised.

The Manly Late Night Pumpkin Bus departs from Gilbert Park in Belgrave Street (opposite the Police Station). It then picks up at the Manly Pacific Hotel and follows the 130 route through Queenscliff, Harbord, Curl Curl, Dee Why, Narrabeena, Beacon Hill, Frenchs Forest, Allambie Heights and North Manly. Normal fares apply.

The service (route 130) is run by Sydney Buses and uses its regular vehi-

cles, a couple of which have been painted pumpkin orange to identify them. These are not confined to Pumpkin Service (which is a summer-only affair), and run normal services around Manly, and can sometimes even be seen on the UNSW service.

A special pocket-sized timetable is produced for the Pumpkin Bus and has been the object of much interest at AATTC meetings in Sydney. It is available “in season” from the Manly Visitor’s Bureau stand outside the ferry terminal, and from the Manly Council Chambers, just across the road. The Visitor’s Bureau, by the way, is the major source of bus timetables for the Northern Beaches peninsula and it estimates that 70% of its enquiries relate to bus timetables. The timetable is also available on the Web in PDF form at [http://www.sydneybuses.info/commonpdfs/etc/130\\_151tt&map.pdf](http://www.sydneybuses.info/commonpdfs/etc/130_151tt&map.pdf). The illustrations in this story have been downloaded from the web-site.



# Security Shuttle-bus route through UNSW Kensington Campus and Randwick

Thanks to The Kensington Colleges and The UNSW Bookshop for supporting this Security Service initiative  
 Security website: [www.security.unsw.edu.au](http://www.security.unsw.edu.au)



Transport Infoline  
**131500**  
[www.131500.com.au](http://www.131500.com.au)

For all UNSW public transport information visit  
[www.transport.unsw.edu.au](http://www.transport.unsw.edu.au)

- Kensington College
- UNSW Gateway Bldg
- Security Office - Security Team, Rest Centre
- 1-Stop
- Library
- Student Centre - Courtyard and Carpark
- East-Campus Bldg
- Toowoomba College
- Salford College
- University Walk
- Security Shuttle-bus route
- Security Shuttle-bus stop
- Public phone
- ▲ Fire alarm
- Security Services

The Shuttle Bus operates Monday to Friday  
 6:00 pm - 10:00 pm (11:00 pm)  
 There is a shuttle bus stop on campus at  
 Salford - see map on page 10.  
 There is also a Shuttle Bus stop at  
 Salford - see map on page 10.  
 The Shuttle Bus is operated by  
 Transport NSW

**SECURITY SHUTTLE-BUS TIMETABLE**

Tel: 02 9385 6000 Fax: 02 9385 4747  
 Freecall 1-800-626-001

BUS (Normal Session)	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	
Red Centre	18:20	18:50	19:20	19:43	20:13	20:35	20:56	21:14	21:36	21:58	22:22	22:42	23:00	23:28	23:48	24:15	24:40	25:00	25:25
Gate 14	18:23	19:02	19:32	19:46	20:16	20:35	21:00	21:17	21:36	21:52	22:16	22:45	23:00	23:26	23:45	24:10	24:35	24:55	25:20
Hahneville Rd	18:24	19:04	19:34	19:48	20:18	20:37	21:01	21:19	21:37	21:54	22:18	22:47	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Meeks St	18:26	19:06	19:36	19:50	20:20	20:39	21:03	21:21	21:39	21:56	22:20	22:49	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Botany Rd	18:28	19:08	19:38	19:52	20:22	20:41	21:05	21:23	21:41	21:58	22:22	22:51	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Middle St	18:29	19:09	19:39	19:53	20:23	20:42	21:06	21:24	21:42	21:59	22:23	22:52	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Kennedy St	18:30	19:11	19:41	19:54	20:24	20:44	21:07	21:25	21:43	21:60	22:04	22:33	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Gate 11 Lib PO	18:32	19:11	19:41	19:56	20:26	20:46	21:09	21:27	21:45	21:62	22:06	22:35	23:00	23:24	23:47	24:12	24:37	24:57	25:22
POW Hospital	18:34	19:16	19:47	19:58	20:28	20:48	21:11	21:30	21:47	22:05	22:29	22:58	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Benmore Rd Randwick Campus	18:37	19:19	19:49	20:01	20:32	20:51	21:15	21:33	21:50	22:08	22:32	23:01	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Benmore Rd Randwick Bank	18:38	19:20	19:50	20:02	20:33	20:52	21:16	21:34	21:51	22:09	22:33	23:02	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Cook St	18:40	19:22	19:52	20:04	20:35	20:54	21:18	21:37	21:54	22:12	22:36	23:05	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Melrose Apartments	18:41	19:23	19:54	20:05	20:37	20:55	21:20	21:39	21:56	22:14	22:38	23:07	23:00	23:24	23:47	24:12	24:37	24:57	25:22
King St Sub Campus	18:43	19:24	19:55	20:07	20:38	20:56	21:21	21:40	21:57	22:15	22:39	23:08	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Doncaster Ave	18:46	19:27	19:58	20:10	20:41	20:59	21:24	21:43	21:59	22:17	22:41	23:10	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Gate 2 High St	18:48	19:15	19:46	20:00	20:32	20:51	21:16	21:35	21:52	22:10	22:34	23:03	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Applied Science	18:50	19:17	19:48	20:02	20:34	20:53	21:18	21:37	21:54	22:12	22:36	23:05	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Criggon	18:52	19:19	19:50	20:04	20:36	20:55	21:20	21:39	21:56	22:14	22:38	23:07	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Day Ave West Campus	18:53	19:21	19:46	20:08	20:19	20:51	21:08	21:13	21:52	21:59	22:36	23:04	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Houston Rd	18:56	19:25	19:48	20:10	20:21	20:53	21:10	21:15	21:54	21:59	22:38	23:06	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Mess St	18:57	19:26	19:49	20:11	20:22	20:54	21:11	21:16	21:54	21:59	22:39	23:07	23:00	23:24	23:47	24:12	24:37	24:57	25:22
Forrest St	18:58	19:27	19:50	20:12	20:23	20:55	21:12	21:17	21:57	22:01	22:40	23:08	23:00	23:24	23:47	24:12	24:37	24:57	25:22

**IN SESSION** Monday to Thursday: 2 Buses operate - Bus A & Bus B. **Please note** Bus A in Session finishes at 23:55.  
**FRIDAY** only 1 Bus operates - Bus A which finishes at 23:00. **OUT OF SESSION** only 1 Bus operates - Bus A which finishes at 23:00.

these times apply is not indicated.

Staying in Sydney's Eastern Suburbs, we also find a night bus serve running in and around the University of New South Wales (UNSW) campus, but venturing as far afield as Randwick and Kingsford, where many students live. This service is not meant for drunks to provide transport for students studying late at UNSW.

Within the University, the bus mostly calls at "Unibeat" "safety points", equipped with a security phone. The route runs for about 2 kilometres north of the campus, to serve the College of Fine Arts, which also has a day-time shuttle service, for which a separate timetable is published.

Buses play a huge part in the life of UNSW and the night service is only one aspect. The Central-Station—

UNSW service is so heavily patronised that buses depart when ready, at as little as 1 minute intervals, in the morning peak, rendering a timetable superfluous. An extensive transit guide is published and UNSW also publishes a bus guide for the exam season, detailing how to use buses to get to UNSW examination centres, some of which are in Surrey Hills.

## 2005-2006 FRIDAY & SATURDAY NIGHTS

Effective 3 December 2005 to 5 February 2006

### 130 MANLY LATE NIGHT PUMPKIN SERVICE



Manly (Belgrave St & Raglan St)	1.40 am	2.30 am	3.10 am	4.00 am
Harbord (Oliver & Wyadra)	1.47 am	2.37 am	3.17 am	4.07 am
North Curl Curl (Pitt & Playfair)	1.52 am	2.42 am	3.22 am	4.12 am
Dee Why (Pittwater & Howard)	1.57 am	2.47 am	3.27 am	4.17 am
Narraweena (McIntosh & Alfred)	2.00 am	2.50 am	3.30 am	4.20 am
Brookvale (Warringah Mall)	2.06 am	2.56 am	3.36 am	4.26 am
Queenscliff (Pittwater & Oliver)	2.10 am	3.00 am	3.40 am	-
Manly (Belgrave & Raglan)	2.14 am	3.04 am	3.44 am	-

This service may be subject to seasonal changes.

## 2006 SATURDAY NIGHT ONLY

Effective 12 February 2006

### 130 MANLY LATE NIGHT PUMPKIN SERVICE



Manly (Belgrave St & Raglan St)	1.40 am	2.30 am	3.10 am
Harbord (Oliver & Wyadra)	1.47 am	2.37 am	3.17 am
North Curl Curl (Pitt & Playfair)	1.52 am	2.42 am	3.22 am
Dee Why (Pittwater & Howard)	1.57 am	2.47 am	3.27 am
Narraweena (McIntosh & Alfred)	2.00 am	2.50 am	3.30 am
Brookvale (Warringah Mall)	2.06 am	2.56 am	3.36 am
Queenscliff (Pittwater & Oliver)	2.10 am	3.00 am	-
Manly (Belgrave & Raglan)	2.14 am	3.04 am	-

This service may be subject to seasonal changes.

Year round service

### 151 LATE NIGHT SERVICE TO THE CITY FRIDAY & SATURDAY NIGHTS

	Friday nights only		Friday nights only		
Mona Vale Junction (Barranjoey Road)	12.07* am	12.37 am	1.07* am	1.37 am	3.37 am
Narrabeen (Waterloo Street)	12.12* am	12.42 am	1.12* am	1.42 am	3.42 am
Dee Why (Howard Av)	12.22* am	12.52 am	1.22* am	1.52 am	3.52 am
Manly Vale Shops (Inns Road)	12.30* am	1.00 am	1.30* am	2.00 am	4.00 am
Manly (Raglan Street)	12.37* am	1.07 am	1.37* am	2.07 am	4.07 am
City - Wynyard (York Street)	1.05* am	1.35 am	2.05* am	2.35 am	4.35 am
City - QVB (York Street)	1.07* am	1.37 am	2.07* am	2.37 am	4.37 am

\*Friday Nights Only

Year round service

### 151 LATE NIGHT SERVICE FROM THE CITY FRIDAY & SATURDAY NIGHTS

	am	am	am	am	Friday nights only	am	Friday nights only	am	am
City - Town Hall/QVB (Clarence Street Stand D)	12.15	12.50*	1.20	1.50	2.20*	2.50	3.20*	3.50	4.50
City - Wynyard (Carrington Street)	12.20	12.55*	1.25	1.55	2.25*	2.55	3.25*	3.55	4.55
Manly (Belgrave Street)	12.48	1.23*	1.53	2.23	2.53*	3.23	3.53*	4.23	5.23
Manly Vale Shops (King Street)	12.55	1.30*	2.00	2.30	3.00*	3.30	4.00*	4.30	5.30
Dee Why (Howard Avenue)	1.03	1.38*	2.08	2.38	3.08*	3.38	4.08*	4.38	5.38
Narrabeen (Waterloo Street)	1.13	1.48*	2.18	2.48	3.18*	3.48	4.18*	4.48	5.48
Mona Vale Junction (Barranjoey Road)	1.18	1.53*	2.23	2.53	3.23*	3.53	4.23*	4.53	5.53

\*Friday Nights Only



# Buses of Bacchus

**GEOFF LAMBERT** reports on the town bus services in Bacchus Marsh—the place where he grew up and where the idea of commuter buses running to down the streets was a pipe dream.

In my youth, I had grand dreams for Bacchus Marsh— twenty trains per day, a Coles store, traffic lights, a golf course with greens instead of sand-scrapes— and trams and buses. After I left the place all of these—save the trams!—came to pass. Reproduced here is the map and timetable for the Bacchus Marsh Town Bus Service.

Bacchus Marsh is now a rather large town some 50 km west of Melbourne and was first settled by white folks in 1836 (including Captain Bacchus, of course). It has the distinction of being the birthplace of two Booker Prize winners— Frank Hardy and Peter Carey (a school mate, who won it twice, with stories that mentioned the town)

In the 1950s, “buses” at Bacchus meant Ernie Medlyn, who primarily ran the school bus service with a mixed fleet of

old buses— one so old and square (in both sense of the terms) that we called it *The Matchbox*. They could be hired, but they provided no regular street service— the town was small and everybody walked, even the Melbourne train commuters.

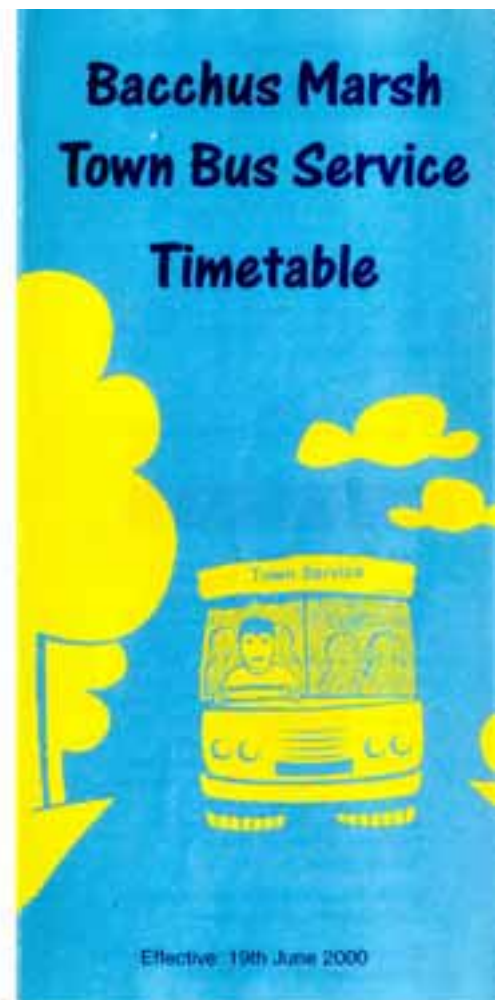
This began to change in the mid-1960s, driven principally by the expansion of Melton, a few kilometres to the east, as a commuter centre— growing from a few hundred people to over 50,000 today— as big as Ballarat. Bacchus Marsh languished at fewer than 5,000 people during this time, but potential Melton residents soon realised that “the Marsh” was a more amenable place to live.

Accordingly, Bacchus Marsh too began to expand in the early 1980s. Most of the new development, including shops and schools as well as houses, occurred in the northern “suburb” of Darley and at “Underbank”, a

development west of the town, named after a famous horse stud nearby where Phar Lap once frolicked. Both these places were some distance from the town centre and certainly from the train station, so a bus service design to satisfy shoppers and commuters was instituted. The bus route serving Maddingley was added later. At the time, the only in-town public transport available to Bacchus Marsh people was a solitary taxi— and that wasn’t even based in the town but at Melton.

From the map on this page and the timetable on page 8, it can be seen that the bus serves a dual purpose for shoppers and commuters, meeting and delivering to the now-frequent train service to Melbourne.

Although the bus routes nominally follow the routes shown on the maps, they can be induced to divert down side streets to transport little old ladies.



**DESCRIPTION OF ROUTES**

**ROUTE 1**

**PEAK SERVICE - AM**

Depart Railway Station, Station St, Grant St, Gisborne Rd, Fitzroy St, Albert St, Clark St, Swans Rd, Robertson Rd, Cairns Dve, Albert St, Witlock St, Morrison Dve, Gray St, Hodgson St, Jonathon Dve, Taylor Dve, Davies St, Holts Lane, Halletts Way, Main St, Underbank Blvd, Main St, Madden Dve, Clarinda St, Turner St, Grant St, Station St, Railway Station.

**PEAK SERVICE - PM**

Operates in reverse of Peak AM service.

**ROUTE 2**

**OFF PEAK SERVICE**

Depart Railway Station, Station St, Griffith St, Powlett St, Labilliere St, Grant St, Main St, Gell St City Terminal, Bennett St, Gisborne Rd, Fitzroy St, Albert St, Clark St, Swans Rd, Golf Club, Swans Rd, Robertson Rd, Cairns Dve, Albert St, Witlock St, Morrison Dve, Gray St, Hodgson St, Jonathon Dve, Taylor Dve, Davies St, Holts Lane, Halletts Way, Main St, Underbank Blvd, Main St, Madden Dve, Clarinda St, Turner St, Grant St, Main St, Gell St City Terminal, Bennett St, Gisborne Rd, Grant St, Labilliere St, Powlett St, Griffith St, Station St, Railway Station.

**NOTE:** No services operate Saturdays, Sundays and Public Holidays.

For further information, contact Bacchus Marsh Coaches on 5367 2344

**BACCHUS MARSH TOWN BUS SERVICE TIMETABLE**

SERVICE - ROUTE 1 PEAK SERVICE AM		MONDAY TO FRIDAY				
TRANS	ARR.	-	-	-	-	-
Railway Station	DEP.	5:35 a.m.	6:00 a.m.	6:30 a.m.	6:45 a.m.	7:00
Golf Links - Cnr. Swans Rd. & Robertson Rd.	DEP.	5:50	6:20	6:35	7:00	7:10
Cnr. Holts Lane & Davies St.	DEP.	5:57	6:27	6:42	7:07	7:20
Underbank Estate	DEP.	6:05	6:35	6:50	7:15	7:30
Railway Station	DEP.	6:15	6:45	7:00	7:25	7:35
TRANS	DEP.	6:30	6:55	7:15	7:34	7:40

PEAK SERVICE PM		MONDAY TO FRIDAY					
TRANS	ARR.	4:35 p.m.	4:45 p.m.	5:22 p.m.	6:00 p.m.	6:12 p.m.	6:30
Railway Station	DEP.	4:40 p.m.	4:50 p.m.	5:30 p.m.	6:05 p.m.	6:15 p.m.	6:40
Underbank Estate	DEP.	4:50	5:00	5:40	6:15	6:25	6:50
Holts Lane & Davies Street	DEP.	4:58	5:08	5:48	6:23	6:33	7:03
Golf Links - Cnr. Swans Rd. & Robertson Rd.	DEP.	5:05	5:15	5:55	6:30	6:40	7:10
Railway Station	ARR.	5:20	5:30	6:10	6:45	6:55	7:25
TRANS	DEP.	-	-	6:20	-	-	7:50

SERVICE - ROUTE 2 OFF PEAK SERVICE		MONDAY TO FRIDAY				
TRANS	ARR.	8:42 a.m.	9:29 a.m.	10:18 a.m.	1:16 p.m.	2:49
Railway Station	DEP.	8:55 a.m.	9:50 a.m.	10:40 a.m.	1:15 p.m.	2:50
Cnr. Griffin St. & Powlett St.	DEP.	8:57	9:33	10:40	1:17	2:53
Gell St. City Terminal	DEP.	9:00	9:33	10:40	1:20	2:55
Golf Links - Golf Club	DEP.	9:13	10:10	11:00	1:30	3:10
Cnr. Holts Lane & Davies Street	DEP.	9:25	10:17	11:07	1:42	3:17
Underbank Estate	DEP.	9:30	10:25	11:15	1:50	3:25
Gell St. City Terminal	DEP.	9:35	10:30	11:20	1:55	3:30
Cnr. Griffin St. & Powlett St.	DEP.	9:37	10:33	11:23	1:57	3:33
Railway Station	DEP.	9:40	10:35	11:25	2:00	3:35
TRANS	DEP.	10:00	10:44	11:35	2:14	3:50

**NOTE:** Train times shown are for arrivals and departures to Melbourne



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BACCHUS MARSH COACHES  
# 31-BM041-ANS MERCEDES 0305G



# The Train Register

The form and content of tables containing times on railways was nothing if not bewildering. Here we consider yet another variant—the Train Register, a kind of ipso post facto record of what really happened out on the track. By GEOFF LAMBERT

**T**rain register (UK): A book or loose-leaf sheets kept in a signal box and used to record the passage of trains, messages passed, and other prescribed events.

**Train Register (USA)** book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.

Those are two modern definitions for a very old form of “timetable”, which would appear to have had its origin in pressure brought to bear by the British Board of Trade on railways worked under the Block System. The purpose was to create an unambiguous record of between-stations safe-working for the signalmen’s benefit and to act, if necessary, as evidence in case of accidents. When they were first introduced is unclear, but on most railways worked under the British style (including in Australia), mention of them first appears in rule books of the mid 1890s. On North American roads, the Train Register first appears in the rule books in about 1899—although an American Train Register is a different animal from a British one.

More properly called *Block Telegraph Train Registers* or, in NSW, *Train Signals* books, they record the times at which signals about trains are exchanged between signal boxes, rather than recording the train times themselves—although the two are obviously related. Because of their potential evidentiary nature, Train Registers were important documents, meant to be kept scrupulously and legibly with no erasures permitted. They were regularly taken away to be examined at Head Office and this required the use of two books for each signal box, each being used for several weeks turn and turn about.

On these pages, we display a number of books from a variety of jurisdiction, commencing with an odd one out, a record typed up by a railfan-telegraph operator at Cajon Pass in California, who has used an official form for his record. The signals column in this table refers to the flag or light signals carried by the engines—white meant an “Extra” was following, green meant another “Section” of the same train was following (this 1-17 and 2-17).

There follows, on page 10, a single line Train Register book from Gerogery in

southern NSW. Trains 2 and 4 are the Southern Aurora and the Spirit of Progress.

On page 11, appears a page from a book from Hexham signal box, which had two sets of double line, signals for each set being recorded on separate pages of the same book. This one is for the main line, the other tracks being the “Coal Lines”

On page 12, we show a Train Register from Shrivvenham on the BR’s former GWR main line. Note the way in which times have been recorded in abbreviated form in this very busy box. This page is reputed to contain an entry for a train hauled by the *City of Truro* in a re-

enactment of the famous day in 1907 when it became the first locomotive in the world to officially reach 100 mph.

Finally, on page 13, is a page from the *Train Time* book from Primrose on Tasmania’s EBR railway. Here the times are records of the train movements, rather than of block instrument signalling—there were no such instruments on the EBR. The staff or ticket working is, however shown. There were not many trains on the EBR in 1946—this single page covers 11 days. Compare with the Hexham page in which a page fills up in eight hours.

LAFAYETTE STATION CO. Form 1229  
283-C-33

**Santa Fe Railway Co.**  
(Insert Name of Company)

**STATION RECORD OF TRAIN MOVEMENTS**

**EMPLOYEES ON DUTY**

NAME	Occupation	Went on Duty	Went off Duty	NAME	Occupation	Went on Duty	Went off Duty
		M	M			M	M
		M	M			M	M
		M	M			M	M

Place: Summit, California Date: Monday, June 15 1959

WESTBOUND					EASTBOUND				
Train	Engine	Signal	Time Arrived	Time Departed	Train	Engine	Signal	Time Arrived	Time Departed
Exa	270C	White	2:06 am	2:21 am	Exa	269	White	By	12:15 am
205	UP947	None	By	2:37 am	Exa	221C	White	By	1:19 am
Exa	UP170	White	By	3:07 am	Exa	709	White	LiteBy	1:23 am
Exa	267	White	By	3:33 am	206	UP935	None	By	1:56 am
Exa	273C	White	3:47 am	3:59 am	8	28	None	By	2:33 am
1-17	40	Green	By	5:31 am	Exa	UP266	White	By	3:30 am
2-17	43	None	By	5:43 am	Exa	UP145	White	By	3:50 am
107	UP949	None	By	5:50 am	Exa	206	White	By	4:09 am
Exa	2180	White	Lite	6:10 am	Exa	718	White	LiteBy	4:13 am
105	UP980	None	By	7:07 am	Exa	287C	White	6:05 am	6:07 am
Exa	279	White	7:55 am	8:07 am	Exa	249	White	By	6:20 am
Exa	269C	White	8:11 am	8:23 am	Exa	UP182	White	By	7:27 am
Exa	221	White	10:15 am	10:25 am	Exa	270	White	By	7:31 am
Exa	282C	White	10:24 am	10:49 am	Exa	263-41	White	By	9:03 am
Exa	UP286	White	10:38 am	10:41 am	Exa	UP134	White	By	9:15 am
209	UP925	None	By	12:05 pm	116	UP956	None	By	10:59 am
1-123	33C	Green	By	12:21 pm	Exa	235	White	By	11:40 am
2-123	45	None	By	12:27 pm	Exa	UP275	White	By	11:45 am
Exa	287	White	By	1:02 pm	Exa	244	White	By	12:31 pm
Exa	223C	White	By	3:25 pm	Exa	267	White	12:37 am	1:20 pm
Exa	718	White	By	3:30 pm	210	UP945	None	By	2:19 pm

**INSTRUCTIONS**

- This record shall be made at each station, tower, office, or place from which the time of arrival, departure, or passing of trains is reported by telegraph or telephone.
- Each operator, fireman, and leverman shall enter the time he goes on and off duty in the space provided for that purpose.
- The record of trains should be entered on this blank and reported to the superintendent, as provided for in Rule 222.
- The arrival is when a train stops, except when a train passes train order signal and takes side track; in such cases arrival is when engine passes train order signal. The departure is when rear end has passed 300 feet beyond train order signal, except in cases of a train on side track, in which event record should be made when train commences to occupy main track.
- For a train not stopping, the passing (departure) time is when rear end has passed 300 feet beyond train order signal.
- The time of trains must be entered on this report in ink, the figures must be plain, accurately and neatly made and at the time of transaction and not from memory or memoranda, and the record must be preserved.

**REMARKS**

20. <sup>UP</sup> mail Here note any important event occurring to a train at your station. (Continue on back of report.)

17 <sup>ATSF</sup> El Capitan & Super Chief

107 <sup>UP</sup> Challenger

103 <sup>UP</sup> City of LA

123 <sup>ATSF</sup> Coach Canyon

Station GEORGETOWN Date 22-3- 19 80

UP TRAINS

St. 742-2

TRAIN	TIMES OF SIGNALS FROM AND TO STATION IN REAR					TIMES OF SIGNALS TO AND FROM STATION IN ADVANCE					REMARKS	
	Description as Signalled	No.	Is Line Clear received	Is Line Clear Ackd.	Train Departure received	(a) Train Arrival sent	No. of Tablet or Staff	Is Line Clear sent	Is Line Clear Ackd.	No. of Tablet or Staff		Train Departure sent
<i>Signals instruments interlocking exchangers</i>												
1:2	54	/	/	711	<sup>739</sup> <sub>740</sub>	49	737	737	6	740	800	weather Hand & cloudy.
3:1	16	825	825	835	845	40	835	835	17	845	859	11" X WDA
1:2	404	845	845	855	907	17	859	859	35	907	923	WDA
1:3	482	1102	1102	1103	1117	41	1104	1104	39	1117	1132	WDA
1:3	460	1234	1234	1243	1253	13	1243	1243	32	1253	1307	WDA
3:1	66	1333	1333	1345	1354	43	1345	1345	16	1354	1406	WDA
1:3	484	1415	1415	1420	1441	25	1430	1430	1	1441	1458	WDA
<i>Dunbarington off duty 1500 22/3/80</i>												
<i>Signals interlocking instrument exchangers</i>												
4	10	1749	1749	1751	1807	39	1757	1757	48	1804	1820	WR 11" B1
1:3	462	1900	1900	1916	1929	46	1924	1924	18	1929	1946	2R A
1:2	492	1930	1930	1924	1945	15	1946	1946	9	1947	2005	2" WAC 2R
1:3	804	2152	2152	2208	2221	25	2209	2209	40	2221	2239	2R A
3:1	4	2257	2257									
<i>The Gordon off duty 2200</i>												
<i>Signals interlocking instrument exchangers OK</i>												
3:1	4	2308	2308	2319	2319	17	2308	2308	27	2317	2330	2R
3:1	2	0015	0015	0016	0057	23	0026	0026	2	0035	0048	2R
1:3	454	0537	0537	0541	0559	42	0545	0545	26	0558	0616	2R
1:3	484	0620	0620	0607	0618	7	0616	0616	4	0618	0632	WD A
<i>R. Stewart off duty at 0700 on 23 3.80 ✓</i>												
<i>Signals Train Int &amp; Auto Ex OK</i>												
3-1	4	2306	2306	2314	2324	32	2320	2320	48	2324	2340	A2R
2-3	402	2329	2329	2335	2344	30	2340	2340	2	2344	2359	A2R
1-3	486	2345	2345	2352	2403	36	2359	2359	4	2403	0000	A2R
1:1	2	0015	0015	0025	0033	11	0016	0016	1	0033	0016	A2R
1:3	404	215	215	230	238	3	230	230	7	238	251	A2R
1-2	484	452	452	506	521	22	504	504	46	507	615	OH2R
1-3	408	630	630	640	653	18	640	640	16	653		A2R
<i>T. B. off duty at 0700</i>												

(a) When a train arrives at a Station and the "Train Arrival" Signal cannot be given at once in accordance with the Regulations, the actual time the Train arrived must be placed over the time the "Train Arrival" Signal is sent, thus:—  
9.30  
9.35

TRACK BLOCK AND AUTOMATIC SIGNALLING AND BLOCK TELEGRAPH "TRAIN REGISTER BOOK", FOR DOUBLE LINES

Station HEXHAM Date 5th JUNE 1987. **DOWN TRAINS**

Description as Signalled	TRAIN No.	TIMES OF SIGNALS FROM AND TO SIGNAL BOX IN REAR					TIMES OF SIGNALS TO AND FROM SIGNAL BOX IN ADVANCE					Trains delayed at Automatic Signals, and Signals worked by Accepting Levers		REMARKS	
		REPLY SENT		Train Departure received	Obstruction or Blocking Back sent	(a) Train Arrival or Obstruction Removed sent	REPLY RECEIVED		Train Departure sent	Obstruction or Blocking Back received	Train Arrival or Obstruction Removed received	Signal No.	Fireman's message received		
		Is Line Clear acknowledged or Accepting Lever pulled	Section Clear but Station or Junction Blocked				Is Line Clear acknowledged or train accepted	Section Clear but Station or Junction Blocked							
	753	1450		1450		1457			1458						
	6339	1510		1510					1517						
	755	1522		1522		1527			1528						
	657	1534		1534					1539						
	759	1541		1541		1547			1548						
	M 369	1555		1555					1601						
	663	1612		1612					1614						
	765	1620		1620					1626						
	4367	1627		1628					1639						
	TRACK FAILURE Down Main. 1630 Block Working Signals out M106.3 - M107.3														
	767	1642		1642		1652			1653						
	5351	1654		1653		1706			1706						
	769	1707		1706		1714			1715						
	9325	1716		1712		1723			1723						
	5237	1724		1720		1732			1732						
	771	1733		1732		1748			1749		1063	1743			
	673	1750		1747		1754			1754						
	675	1755		1752		1801			1802						
	6157	1803		1756		1808			1810						
	7377	1811		1803		1816			1817						
	777	1818		1813		1821			1822						
	779	1828		1828		1834			1835						
	8469	1836		1831					1841						
	SIGNALS M106.3 - M107.3 OK 1840. Emer. Arr. 1730														
	781	1856		1856		1901			1902						
	M 383	1903		1900					1902						
	0273	1913		1911					1919						
	785	1925		1925		1930			1931						
	J 279	1932		1929					1937						
	685	1948		1948					1954						
	787	2023		2023		2029			2030						
	Delays to TRACK FAILURE Down Main Passengers 767-5' 769-5' 771-12', 781-10' 673-10' 675-2' 777-5' & 6157 (6000)-13' & 4367 (Coal)-5'														
	N1	2050		2050					2056						
	789	2056		2054		2058			2059						
	N3	2120		2120					2126						
	791	2129		2129		2135			2136						
	1389	2137		2133					2141						
	6161	2200		2200					2206						

(a) When a train arrives at a Station and the "Train Arrival" Signal cannot be given at once in accordance with the Regulations, the actual time the Train arrived must be placed over the time the "Train Arrival" Signal is sent, thus:—  
9.30.  
9.35.

Bell Signals not provided for in the columns must be recorded in the Remarks column.

Thursday 7<sup>th</sup> March 1957

"Block Telegraph Train Register" Book, for Double & Single Lines

UP TRAINS

GROSS WEIGHT OF TRAIN IN TONS	TIMES OF SIGNALS FROM AND TO STATION IN REAR						TIMES OF SIGNALS TO AND FROM STATION IN ADVANCE						DELAY	
	1 Lamp lit	2 Lamp lit	3 Lamp lit	4 Lamp lit	5 Lamp lit	6 Lamp lit	7 Lamp lit	8 Lamp lit	9 Lamp lit	10 Lamp lit	11 Lamp lit	12 Lamp lit		13 Lamp lit
130 Swindon		3.37			4.1	4.5	4.7		4.1		4.5	4.9	5.1	
23 Exeter		3.49				4.9	5.3		5.1			5.1	5.5	
4 Taunton		4.6			4.2	4.2	4.5		4.2		4.2	4.5	4.6	
4 Swindon		4.8			4.3	4.6	4.8		4.3		4.6	4.8	4.9	
4 Midford Ham.		4.30			4.36	4.38	4.40		4.36		4.38	4.40	4.40	
3-1		4.40			4.46	4.50	4.53		4.46		4.50	4.53	4.54	
1-4		4.53				4.57	5.1		4.57			5.1	5.5	
4 Bristolian		5.5			5.10	5.12	5.13		5.10		5.12	5.13	5.13	
4 Bristol		5.14			5.17	5.19	5.21		5.17		5.19	5.21	5.21	
4 Cheltenham		5.30			5.33	5.35	5.37		5.33		5.35	5.37	5.38	
4 Neyland		5.50			5.54	5.56	5.58		5.54		5.56	5.58	5.59	
3-1 Swindon		5.58			5.58	5.58	5.58		5.58		5.58	5.58	5.58	
131 Weymouth		6.5			6.5	6.7	6.12	7	6.10			6.10	6.14	
4 Pembroke		6.23			6.27	6.29	6.31		6.27		6.29	6.31	6.32	
4 Weston		6.44			6.45	6.48	6.50		6.45		6.48	6.50	6.51	
Cheltenham - Reton Handover 6.0 10.0 9.0 10.5 6.44.														
31 Fishguard		6.54			6.57	7.1	7.4		6.57		7.1	7.4	7.5	
32		7.16				7.23	7.28		7.23			7.27	7.30	
4 Swansea		7.28			7.34	7.36	7.38		7.34		7.36	7.38	7.39	
4 Swindon		7.34			7.38	7.44	7.44		7.38		7.44	7.44	7.45	
4 Taunton		7.47			7.51	7.53	7.55		7.51		7.53	7.55	7.56	
1-4		7.55				8.1	8.1		8.1			8.1	8.2	
3-1		8.6			8.6	8.10	8.13		8.6		8.10	8.13	8.14	
3-1 Swindon		8.7	Relief			8.23	8.27		8.23			8.28	8.30	
4 Neyland		8.33			8.39	8.41	8.43		8.39		8.41	8.43	8.44	
4 Weston		8.57			9.0	9.3	9.5		9.0		9.3	9.5	9.6	
2-1 Swansea		9.11				9.18	9.20		9.18			9.20	9.21	
1-4		9.20				9.25	9.33		9.25			9.32	9.34	
1-4		9.33				9.37	9.43		9.37			9.42	9.46	
4 Swindon		9.43			9.45	9.49	9.51		9.46		9.49	9.51	9.52	
1-31 Whitland		9.54			9.58	10.2	10.5		9.58		10.2	10.5	10.6	
1-4		10.5				10.15	10.15		10.15			10.15	10.19	
Swindon - Oxford Spl. 10.5 10.5 10.5 10.5 10.8														
1-31 Swindon		10.15			10.15	10.17	10.21		10.19		10.19	10.21	10.22	
3-1		10.55			10.55	10.58	11.2		10.55		10.58	11.2	11.3	
3-1		11.13			11.17	11.19	11.22		11.19		11.19	11.23	11.24	

Notes: Columns 2 and 3 refer to the time in minutes from the time the train is signalled to depart the station. Column 4 refers to the time in minutes from the time the train is signalled to arrive at the station. Column 5 refers to the time in minutes from the time the train is signalled to depart the station. Column 6 refers to the time in minutes from the time the train is signalled to arrive at the station. Column 7 refers to the time in minutes from the time the train is signalled to depart the station. Column 8 refers to the time in minutes from the time the train is signalled to arrive at the station. Column 9 refers to the time in minutes from the time the train is signalled to depart the station. Column 10 refers to the time in minutes from the time the train is signalled to arrive at the station. Column 11 refers to the time in minutes from the time the train is signalled to depart the station. Column 12 refers to the time in minutes from the time the train is signalled to arrive at the station. Column 13 refers to the time in minutes from the time the train is signalled to depart the station. Column 14 refers to the time in minutes from the time the train is signalled to arrive at the station.

# THE EMU BAY RAILWAY COMPANY LIMITED

## TRAIN TIME BOOK

A34700

Date	STAFF WORKING		From What Station	No. of Train	Time of Arrival	Time of Departure	Remarks
	In	Out					
12 OCT 1953	Jkt 7	Jkt 5	Dunmore	6	11.28	11.29 am	
	Staff	Staff		4	11.51	12.4 pm	
	Staff	Staff		10	2.30	2.40 pm	
12 OCT 1953	Staff	Staff		6	11.21	11.25 am	Xed no 3.
	Staff	Staff		10	2.30	2.40 pm	
14 OCT 1953	Jkt 8	Jkt 6		6	11.20	11.24 am	
	Jkt 9	Staff		4	12.1	12.14 pm	
	Staff			8	2.33	pm	Xed no 7
	Staff	Staff		10	3.14	3.19 pm	
15 OCT 1953	Staff	Staff		6	11.22	11.25 am	Xed no 3.
	Staff	Staff		10	2.34	2.43 pm	
17 OCT 1953	Jkt 10	Jkt 7		6	11.24	11.30 am	
	Staff	Staff		4	11.50	12.8 pm	
18 OCT 1953	Staff	Staff		10	2.29	2.40 pm	
	Staff	Staff		6	11.25	11.28 am	Xed no 3
	Staff	Staff		10	2.31	2.43 pm	
12 OCT 1953	Jkt 11	Jkt 8		6	11.19	11.24 am	
	Staff	Staff		4	12.5	12.24 pm	
	Staff	Staff		10	2.45	2.50 pm	
19 OCT 1953	Staff	Staff		6	11.28	11.29 am	Xed no 3.
	Staff	Staff	20 <sup>th</sup> unit 7 <sup>th</sup> 9.45/10.15	10	2.33	2.48 pm	
24 OCT 1953	Jkt 12	Jkt 9		6	11.30	11.35 am	
	Staff	Staff		4	11.58	12.10 pm	
				8	1.30	pm	
	Staff	Staff	Unit 6.45/8.55	10	2.25	2.52 pm	Xed no 7
27 OCT 1953	Staff	Staff		6	11.28	11.29 am	Xed no 3.
	Staff	Staff		10	2.27	2.56 pm	
28 OCT 1953	Jkt 13	Jkt 10		6	11.22	11.24 am	
	Jkt 14	Staff		4	12.41	12.57 pm	
	Staff	Staff		10	2.31	2.52 pm	

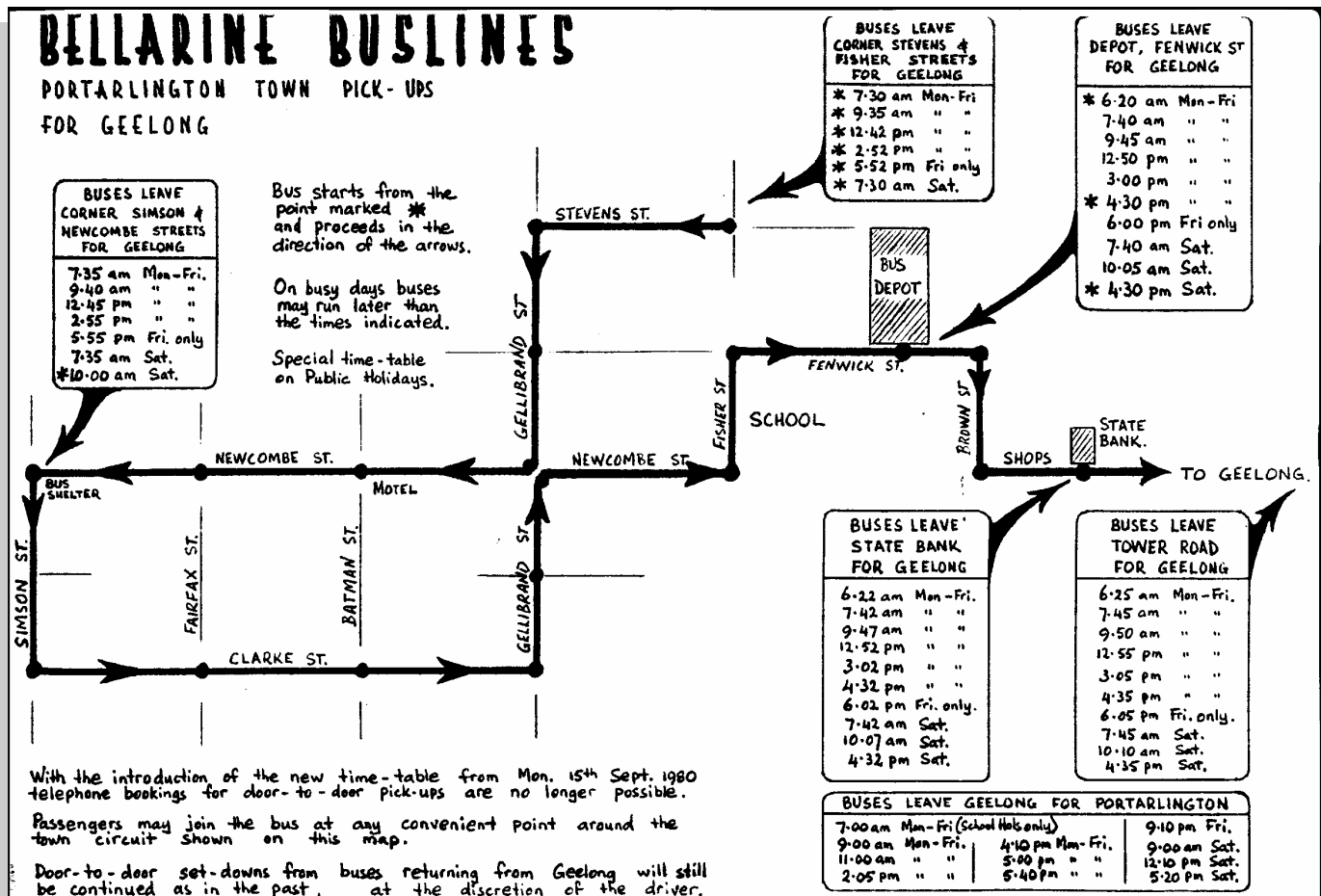
# A Novel Timetable Presentation

**GEOFF MANN** looks at a "one-man operation on the Bellarine Peninsula and its combined timetable and map publication..

**B**ellarine Buslines was based in Portarlington, Victoria and operated extensive school and charter/tour services in addition to the main route from Portarlington to Geelong. The proprietor was the late John Masterton, a lifelong bus enthusiast who purchased the Woolnough bus fleet in July 1980, fulfilling an ambi-

tion of running his own bus company. The Woolnough family had operated buses in the area since horse and buggy days in a generally conservative style. Bus times were regularly published in the Geelong Advertiser newspaper together with train times as part of a regional transport and other services column.

John set about producing his own timetables and designed this layout as a guide to the changed timetable of 15th September 1980. A clever combination of route map and timetable which deserves consideration for application in similar provincial operations.



## The devolution of the timetable in South Australia

**D. PARSONS** wrote to *The Times* at about the same time as **VICTOR ISAACS** submitted his article on South Australian timetables which appeared last month. The two put their heads together to codify their information, which has now also been allowed a significant expansion of the AATTC's Australian Railway Time Table Database. Here is Mr. Parson's contribution.

**H**aving, over a period in excess of 50 years, collected a number of timetables (railway only), I was most interested to read your articles in the September 2005 and November 2005 issues. Not having a computer, your articles were most informative and I think should be made mandatory reading for those members of Parliament (both State and Federal) who have any interest in rail transport, to show them what a mess they have put the railways in, with regulators in every State and the Northern Territory. The burden this must place on railway operators who operate in more than one state or territory must be equal to that resulting from mixed rail gauges

On another matter- on page 21 of the November issue, it is stated under South Australia that "*Both public and working timetables were produced on a regular schedule and numbered sequentially... it predates the arrival of Webb by at least a decade.*" This was true at certain times in the SAR's history, but goes back many many years before Webb's time. I will attempt to give some indication of the numbering of SAR timetables, as there were several series of public timetables numbers, but only one for WTT. I don't profess to know the full history, as unfortunately no-one bothered to keep time-tables in SA. These notes are based upon access I have had to the National Railway Museum's collection and those I have myself. Both the State Records Office and the State Library have virtually nothing. Enquiries made at the State Library some years ago resulted in the librarian producing a list of Government publications it held and the line "Working Time Tables" seemed hopeful, but produced only a few in the 1970s. The State Records Office index of SAR material lacks any reference to time tables. Many years ago, I was told that the SAR Railways Commissioner's Office had WTT back to the 1860s, but they mysteriously vanished at the split into SAR and State Transport Authority- perhaps some-one has them and they will eventually surface.

As stated above, no-one kept the copies of the SAR timetables in the early days and

the earliest WTT I have seen is in the 1890s and public timetables in the 1900s (others may have some) and only odd copies until from the mid-1920s there is reasonable coverage (but not complete) until the end of the SAR (except during World

War II, particularly mid 1943 to after 1947, as Adelaide Division WTTs were issued as loose leaf and no-one kept the old pages, while Divisional time-tables didn't exist either, as far as I am aware).

For the use of RAILWAY STAFF only



South Australian Railways

## WORKING TIME TABLES

From May 1st, 1911,  
until further notice

### GENERAL INSTRUCTIONS

- Goods Trains must give way to Passenger Trains and also To Livestock Specials
- Ballast Trains must give way to either Passenger, Goods or Livestock Trains
- Where Absolute Block Working is not in force, no Ballast Train must be at any point on the Running Line within fifteen minutes of a Passenger, Goods or Livestock Train being due at such a point
- The figures opposite the crossing bars in the different columns are the numbers of the Trains which have to be passed or met on the journey
- Every Officer and Servant of the Department must make himself conversant with the contents of this book, so that he may be thoroughly advised of the alterations and additions made since the previous issue.

**JOHN B. McNEIL**  
General Traffic Manager

Railway Offices, Adelaide  
April 20th, 1911

**ADELAIDE**

By Authority: R. E. E. Rogers, Government Printer, North Terrace, Adelaide

**No. 100.**



The numbering of SAR WTT must have commenced early in its existence- enclosed is a photo-copy of the front cover of number 100 from May 1 1911 (the cover is dark red with black printing, so it doesn't copy very well). At that stage, the SAR was issuing two time-tables a year- some identified as Summer and Winter, approximately 6 months apart. If this was followed from inception, it would date back to the 1860s.

In a number of its publications, the SAR referred to them as an "edition", e.g. public timetables, initial General Appendices, the Coaching Book and the Goods Rates book. The PTT of May 1<sup>st</sup> 1905 is 65<sup>th</sup> edition and May 7<sup>th</sup> 1906 is the 67<sup>th</sup> edition. Presumably this carried on until the introduc-

tion of Webb's American style PTTs, as the issue of May 4<sup>th</sup> 1925 is the 2<sup>nd</sup> edition. The 13<sup>th</sup> November 1939 is the 33<sup>rd</sup> edition and is the last I have seen in that series.

In the late 1930s, concurrent with the larger PTT, a quite small pocket P.T.T. (with very small hard to read printing) of Metropolitan services only was issued. That of the 13<sup>th</sup> November, 1939 is the 3<sup>rd</sup> edition and some must have been produced during the war, as that for the 16<sup>th</sup> July 1945 is the 11<sup>th</sup> edition. However there is a gap (no doubt a/c the fluctuating coal supply) until the 12<sup>th</sup> editions of 2<sup>nd</sup> April 1951. Later in 1951 (29<sup>th</sup> October), a slightly larger pocket version of the Metropolitan services was produced, but still shown as the 12<sup>th</sup> edition. Besides the Metropolitan services,

there was at least one edition of the small pocket time tables showing the country services- 1<sup>st</sup> edition from 5<sup>th</sup> August 1940 (again no others have been seen)

From June 1953, the PTT were produced in similar style to the Webb era PTT, but with a stiffer cover but not intended to be folded, but came complete with a small hole in the top left- hand corner to hang the time-table on a hook. These were not numbered and appeared at irregular intervals (there was none in 1955) although by the late 1960s into the 1970s they were all at approximately yearly intervals but did not always co-incide with the issue of WTT's.

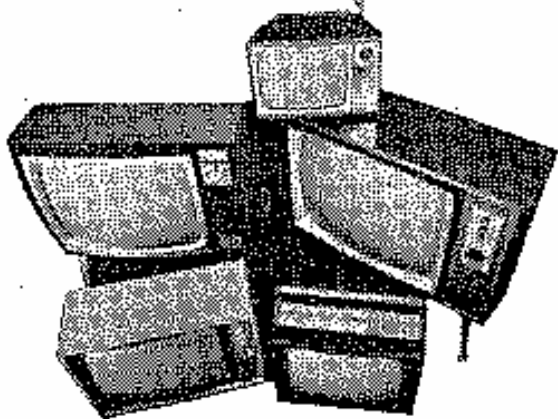
Working TT's for holidays and special events e.g. horse races were also num-



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Canberra  
Television  
63 4551**



When you rent Canberra Television you get: Free licence. Free antenna. Free service. Free installation. All screen sizes -- all models from portables to 3 in 1s. Delivery within one hour. Service 9 am-9 pm 7 days a week. Canberra Television, 63 4551. The nation's leading TV Rental Sales & Service Company.



A. S. JAMES, Government Printer, Adelaide



**TIMETABLE  
TO AND FROM ADELAIDE  
COMMENCING 4th JULY, 1971**

**Canberra  
Television  
have the  
fairest fare  
on any  
TV rental  
timetable**

bered. These TT's varied from one or two pages to substantial books for Easter and Christmas and several bound volumes survive from the World War I era, entitled *Holiday Working Books*. The TT's themselves were just given a number and it appears when 1000 was reached, the number started from 1 again. However, certainly from the post World War II, books were issued for each major holiday season and long week-ends. They were numbered for each year e.g. HWB2/58 was for Easter 1958.

Reverting to ordinary WTT's the WTT's as exemplified by No 100 contained the complete system in the one book and prior to 1911 included the Palmerston to Pine Creek line in the Northern Territory. However, by the Early 1920s separate books for different sections of the system were being introduced and, once Webb introduced the Division Control system a separate book for each Division was pro-

duced. Bound copies of all four Divisional books together (late 1920s into the 1930s) up to World War II) with each book having the same number. Even after World War II, if two or more Divisional books were issued to take effect from a given date each book would carry the same numbers but in the 1960s and later each book was given a separate number (probably with a change of Time Tables Officer). At Metrification from 1<sup>st</sup> July, 1973, all six books had different numbers. Some books were issued at quite long intervals e.g. Port Lincoln with several years between but in 1950 three Murray Bridge Division books were issued in the one year.

From December 1975, the SAR as such ceased to exist and the organisation became the Rail Division of the State Transport Authority (STA) in preparation for the split between the country services to A.N.R. and the Metropolitan Services which initially remained as the STA as

opposed to the Bus Division. Later, the STA Divisions were dropped and in 1994 the name was changed to Trans Adelaide.

From the split from 1<sup>st</sup> March 1978, STA produced their own WTTs in A4 size, one for each line and an Addenda numbered from 1. Each book did not have a large number of pages but this format was continued (although the page size was altered to A5 size and became a loose-leaf style in 1988). The highest number I have seen is 44 but there may have been several more than this (in 1993). Certainly by 1995 after the change to Trans Adelaide the numbering of the various sections was dropped. I am not sure if printed copies of the WTT are still produced, but two years ago they still were. Trans Adelaide WTT's became "controlled documents" and so, difficult to obtain- the last copy I have is nearly 5 years old and obtained when by chance I met a chap whom I knew had some authority in Trans Adelaide.

## SOUTH AUSTRALIAN RAILWAYS

### Trains leave ADELAIDE for ALBERTON

#### MONDAY TO FRIDAY---

A.M.—\*4.53 \*6.15 6.21 5.39 5.41 5.50 6.16 6.33  
 6.31 6.46 7.11 7.24 \*7.41 7.52 8.05 8.23 8.30  
 8.47 8.55 9.22 10.05 10.35 11.05 11.35

P.M.—12.05 12.35 1.05 1.35 2.05 2.35 2.57 3.05  
 3.41 3.54 4.03 4.17 4.30 4.38 4.50 5.10 5.13  
 5.22 5.33 5.40 5.50 5.55 6.33 7.05 7.35 8.05  
 8.33 9.05 9.35 10.05 10.35 11.12 11.37

#### SATURDAY---

A.M.—\*5.20 \*5.35 6.10 6.21 6.35 7.02 7.20 7.38  
 8.05 8.35 9.05 9.35 10.05 10.35 11.05 11.35  
 11.45

P.M.—12.05 12.35 1.05 1.35 2.05 2.35 3.05 3.35  
 4.05 4.35 5.05 5.35 6.05 6.35 7.05 7.35 8.05  
 9.05 9.35 10.45 11.14 11.35

#### SUNDAY---

P.M.—12.00 12.17 12.50 1.40 2.30 3.20 4.10 5.00  
 5.50 6.40 7.30 8.20 9.10 10.00 10.50

\* Stop if required.  
 † Change trains at Woodville.

### Trains leave ALBERTON for ADELAIDE

#### MONDAY TO FRIDAY---

A.M.—5.50 6.07 6.27 6.44 7.03 7.19 7.43 7.56 8.06  
 8.19 8.30 8.36 8.54 9.14 9.22 9.30 9.38 9.51  
 10.03 10.33 11.03 11.33

P.M.—12.08 12.38 1.08 1.38 2.08 2.38 3.05 3.30  
 3.58 4.28 4.50 4.56 5.05 5.10 5.26 5.41  
 5.57 6.13 6.31 6.38 6.50 7.08 7.28 7.48  
 8.33 9.00 9.30 10.00 10.30 11.00 11.45  
 \*12.08 (a.m.) \*12.10 (a.m.) \*12.33 (a.m.)

#### SATURDAY---

A.M.—6.03 6.30 7.03 7.33 8.03 8.30 8.44 9.08  
 9.38 10.08 10.38 11.08 11.38

P.M.—12.08 12.15 12.45 1.08 1.40 2.00 2.30  
 3.00 3.30 4.00 4.30 5.00 5.30 6.00 6.30  
 7.00 7.38 8.28 9.18 10.08 10.58 11.47 12.10  
 (a.m.) \*12.31 (a.m.)

#### SUNDAY---

P.M.—1.03 1.53 2.43 3.33 4.23 5.13 6.03 6.53  
 7.43 8.33 9.23 10.13 11.03 11.33 11.53

### FARES BETWEEN ADELAIDE AND ALBERTON

Single	Return	Mon. to Fri. Periodical	Weekly Periodical	Monthly	Quarterly
\$0.20	\$0.40	\$1.71	\$2.05	\$8.20	\$22.10

Please renew Weekly Tickets on Fridays, Saturdays or Sundays, and Monthly or Quarterly Tickets on or after 24th day of month.

Adelaide, 4th July, 1971

M. L. STOCKLEY, General Traffic Manager

3640—7.71 B0260

In 1972, the SAR started issuing free sheet tables for each suburban line (although fully shown in the public timetable book which cost money) and the STA followed this practice and Trans Adelaide still does in varying formats over the years. Trans Adelaide is such a small organisation now running only the trains and the Glenelg tram, one would think it didn't have a specialist time table Officer- the train services have not basically altered for quite a number of years and the free time-table sheets (printed in their thousands) carry dates several years old in some cases. Outer Harbour 17<sup>th</sup> February 2002, Belair 14<sup>th</sup> October 2002, Noarlunga Centre 25<sup>th</sup> January 2004. The Grange line is January 2006 but a check with the previous November 2004 issue showed no variations. However, for the Gawler line, a new time-table was introduced for the opening of the Mawson Interchange (as shown in many places on the station) but invariably referred to as Mawson Lakes for the suburb. The station opened without any newspaper or TV references at all. Copy included of the new time-table for your information.

From the 1<sup>st</sup> March 1978, the former Time Table officer of the SAR, then STA (Rail Division) (became AN's Time Tables Officer. AN at that time was organised in three regions- Central, Northern and Tasmania. Tasmania was always independent (the 1973 AN Tasmanian WTT is exactly the same format as previous TGR WTTs. WTTs for both the Central Region (broad gauge lines) and Northern Region (standard gauge and northern narrow gauge lines- Eyre peninsula was supposed to be under its control). Central Region WTTs numbering just carried on from the former STA (Rail Division) (ex SAR) numbered for the northern region NE1 to NR4 inclusive were issued from Adelaide. These first combined AN WTT's were not issued until 1979 and lasted several years but with many amendments as stations were closed, train services withdrawn or amended and also because of the opening of s.g. Tarcoola-Alice Springs line.

Some dates and WTT numbers:

First Time Tables with the State Transport Authority (Rail Division)

W.T.T. No. 275- Adelaide Division (Metro) and WTT No. 276 Adelaide Division (Country) 25<sup>th</sup> July 1976.

PTT 25<sup>th</sup> July 1976

First ANR WTT No. 283 (central Region 24<sup>th</sup> July 1979 (ultimately 142 amendments)

No. NR1 Northern region 1<sup>st</sup> July 1979

No. 284 Central Region 19<sup>th</sup> September 1982 (last Country Region WTT)

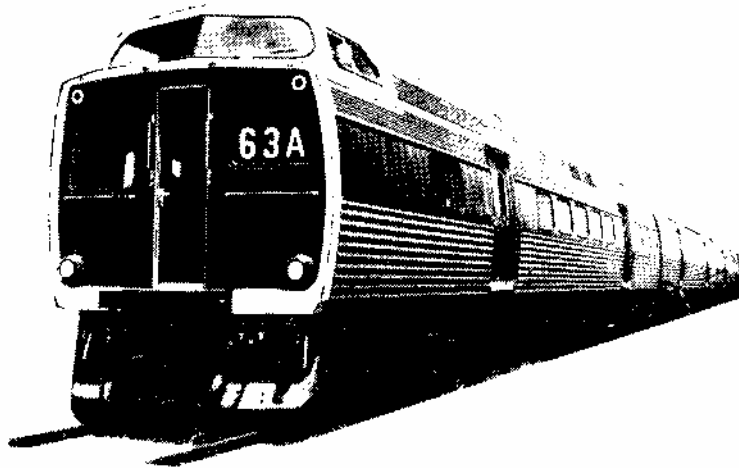
No. NR4 Northern Region 4<sup>th</sup> August 1985 (last Northern Region WTT)

WTT No. 285 Eyre Peninsula 12<sup>th</sup> August 1984 (probably the last formal WTT for the Eyre Peninsula lines)

WTT No. 286- last and only combined AN WTT (in loose-leaf form). With last amendment date 30<sup>th</sup> October 1994 (did not include Eyre Peninsula)

AN issued various public time tables in sheet and booklet forms between 1978 and the 1990s.

**sta** State Transport Authority



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# WORKING TIMETABLE

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FROM  
1000hrs. Sunday, 12th February, 1984  
UNTIL FURTHER NOTICE

## ***PASSENGER SERVICES***

Adelaide – Belair – Bridgewater  
Adelaide – Tonsley – Brighton – Noarlunga Centre

ALL PREVIOUS TIMETABLES  
ARE HEREBY CANCELLED

S.T.A. Offices, Adelaide

R.J. HEATH  
Chief Traffic Manager

W.T.T. Book No.8  
CANCELLING BOOK NO. 5

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**FOR USE BY STAFF ONLY**

# From the Weekly Notice— by tram to the Speedway.

**GEOFF LAMBERT**

In a recent issue, our *Timetable Oddity* featured a Special Train Notice for a wrestling match, and the editor asked whether any member had a Special Tram Notice for the Maroubra Speedway. As it turned out, a member did— The Editor had one in his basement. Well, not for Maroubra, because that only existed in 1929-30 (they killed too many drivers), but for the next best thing— at the Sports Ground (SCG). Speedway racing there was almost a weekly event in 1952, when the following appeared in the Weekly Notice. The Weekly Notice had special trams for wrestling matches too!

138

## **SPEEDWAY RACING AT SPORTS GROUND (NIGHT).**

Friday, February 8.

Omnibuses will operate a service between Railway and Sports Ground, Forward and Return, commencing at 6.45 p.m. For details, see Omnibus Weekly Notice.

Circular Quay—Coogee, Clovelly, Maroubra and La Perouse services will not be diverted to run via Sports Ground for either Forward or Return traffic.

Depot Master, Dowling Street, to arrange as follows:—

Four (4) sets of coupled cars to depart Depot for Sports Ground via Macarthur Siding at 10.0 p.m. to operate as directed to Circular Quay via Flinders and Oxford Streets.

In addition, No. 624 (single car) to depart Depot at 10.0 p.m. to operate as directed by Inspector for Return traffic.

No. 624 to operate to Circular Quay via Flinders and Oxford Streets but not later than to depart from Circular Quay (Pitt Street) at 10.50 p.m.

If necessary Nos. 615 and 624 to shunt at Orient Wharf or Fort Macquarie to avoid delay to trams departing Circular Quay (Pitt Street).

Ordinary fares are to be charged on all trams, but Return Sports Tickets (Series "A") issued on Forward journey on buses are available for Return travel by trams to the City.

### **Additional Staff.**

Five Assistant Conductors to report to the Sub-Inspector at Sports Ground to work as directed from 10.0 to 10.50 p.m.

Where necessary, trams are to be driven at reduced speed to assist the collection of revenue, particularly between Darlinghurst and the Sports Ground on Down and Up journeys.

Sub-Inspector Newson will be in charge at the Sports Ground, arrange for despatch of the required number of trams from Dowling Street Depot and from Sports Ground after conclusion of programme and is to submit a report regarding the suitability of the arrangements.

Eastern District Inspector to be at MacArthur Siding Signal-box to divert the above Specials from Dowling Street Depot, and, if unable to personally do so, make the necessary arrangements for same.

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**Have you a friend who is in need of a secure position? Why not ask him to join the Department.**

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