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On the front cover

The ultimate grab-box? This happy chappie, a NSW Government Tramways conductor, is opening the door to a cabinet labelled "Time Tables". One assumes that therein lies a veritable treasure trove of tram timetables. This picture was part of an extensive series on the work conditions of tramway staff and unfortunately the interesting topic of what lies therein is not explained. Who remembers? Were they public or working timetables; were they free for the taking, or did you have to beg the conductor to open up his Pandora's Box?

This idyllic spot, the Creswick Lake Park, hardly seems to be the kind of place to attract the fervent members of the Communist Party for a week of sporting activity. But such was in fact the case when, for the Christmas holidays in 1940, some 1900 of them travelled in special trains for a week of camping, cold showers and calisthenics. It was the annual (and last) great camp of the Workers' Sports Federation. In this issue, we detail how they got to Creswick.

President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	
		G.Lambert@unsw.edu.au	(02) 9949 3521
Secretary	Steven Haby	P O Box 1072 NEWPORT VIC 3015	aattc@telstra.com
Editor, The Times	Geoff Lambert		
Editor, Table Talk	Steven Haby		
Membership Officer	Dennis McLean	7 Masjakin Court, Murrumba Downs, QLD, 4503	(07) 38864204
Webmaster	Lourie Smit	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	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Sydney Convenor	Ian Abottsmith	74 West Street BALGOWLAH NSW 2093	(02) 9948 3324

Hidden Typography in Transportation Timetables

BARRY ROSEMAN

The need to consult complicated reference material has become an inescapable part of modern life. The timetable is one such reference. Since travel on public modes of transportation is, for most of us, a frequent activity, timetables are significant, providing information for a journey from origin to destination, often including additional information such as stops en route, transfer connections, distances and classes of service. Timetable design is also related to the design of other information sources such as financial listings, telephone directories, and dictionaries. Timetables fit into that category of 'unnoticed' typography alluded to by Emil Ruder, former teacher of typography at the Allgemeine Gewerbeschule Basel, in Switzerland, in the mid-20th century: 'Typography belongs to the visual image of our time in a wider sense even than graphics. Its 'period' is so intrinsic and is taken so much for granted that its effect is not even noticed by the contemporary public.'

Because they are used routinely in everyday life, timetables have often been overlooked by academic or design historians. Nineteenth and twentieth century timetables reveal surprising content and innovative design that have been sparsely documented. A close examination of timetable content can reveal details about social issues of the period, political and commercial alliances between countries, and travel patterns.

One British railway historian analyzed railway schedules in the context of social patterns and habits. This was Jack Simmons, former history professor at the University of Leicester, an important centre for transport studies. Professor Simmons examined the Sunday train schedules in the famous British railway timetable, Bradshaw's Guide, at various locations in Britain. In England and Wales, nearly a quarter of the railway system did not operate on Sundays, and in Scotland the figure was almost 60 per cent. But train services in Ireland, especially suburban services in and out of Dublin and Cork, continued on Sundays: 'Forty-two trains ran from Dublin to Bray on weekdays in 1914, and as many as 35 on Sundays,' found Jack Simmons. There were eleven trains on Sunday from Cork to Blarney, compared to six on weekdays. According to Simmons, the columns of the timetable indicate 'two wholly different attitudes towards Sunday recreation: benevolent in Catholic districts, restrictive and grudging wherever Protes-

tantism prevailed.' The frequency of Sunday train services in and around Dublin and Cork in 1914 certainly could not be found around Belfast.

Other curious social patterns can be found in the inconspicuous typography of timetables. The United Airlines timetable of 1956 lists men-only flights at peak hours of travel from San Francisco to Los Angeles and from New York to Chicago. I imagine that the airline wanted to reserve seats for the businessmen who were its most profitable customers. It continued to operate flights for men only up to 1968.

The routes themselves may even indicate significant mercantile and political alliances between countries or regions. Extensive flight schedules to Curaçao and Jakarta are found in the timetables for the Dutch carrier KLM. Even more interesting is the development of routes along the North African coastline by the American carrier Trans World Airlines (TWA) in the fifties and sixties. As late as 1968, some TWA flights from the US to Madrid continued once or twice weekly to Algiers, Tunis and Tripoli, and the airline expressed interest in serving Benghazi. Obviously the United States had business and political interests in this area. From the Second World War until 1956, American-North African relations could be summed up in three words: businessmen, bases and nationalism. American aid to Tunisia in 1962 was greater than that to any other African country. Several American oil companies, such as Esso, Mobil and Occidental Petroleum, had oil interests in Libya. At the present time, no American airline flies to Morocco, Tunisia, Algeria or Libya.

Timetables from the past indicate seemingly curious travel patterns and routings that make sense when other factors are considered. In the late sixties, Anchorage in Alaska had an exceptional number of flights to and from Europe for such a remote and small city, including non-stop flights to Paris, Hamburg, London, and Copenhagen. Flights from Europe to Japan were not allowed across Soviet airspace at that time, and the polar route via Anchorage was faster than the southern route via the Middle East and India. The opening of an international airway across Siberia allowed several western European airlines in the early seventies to fly a faster route via Moscow, signalling a change of Soviet policy. Since the end of the Cold War and the increase in long-range capability of today's aircraft, Anchorage is no longer

the important stop it used to be.

A different aspect of hidden typography in timetables is that of graphic and information design. A historical survey of this uncovers a spectrum of design issues, ranging from various designations of time to the development of new typefaces for better legibility. Innovative timetable design has not been well documented in academic design history. According to Emil Ruder, well-designed printed matter that modestly serves its purpose without artistic ambitions possesses a technical and aesthetic beauty often not recognized: 'The anonymous designers of such material have unwittingly created genuine period documents, which owe their beauty to their functional character... The clear functional arrangement of a table does not conflict with typographical beauty. On the contrary: there is a great deal of formal and technical elegance in the ordering of so many small elements. The most modest timetable is often superior to a flamboyant colour job in this sense.'

The arrangement of typographic elements in a timetable, often in only two colours and sometimes only in black, has generated little design recognition. But timetable design requires typographic skill, visual sensitivity and creative problem solving.

The most significant and basic visual issue in timetable design is how information is presented. Schedule information has been presented visually in four ways — text, tables, graphs and maps — and a diversity of solutions exist for each category.

In Britain, the schedules of many stagecoach and early railway routes were published as handbills, and many from the nineteenth century reflect eclectic British design styles, combining Egyptian (slab serif) faces with fat face types (extra-bold versions of Bodoni) in various sizes. The timetable as we know it, using numerical time designation arranged in tabular columns, evolved with the first passenger railways in England and is credited by historians to George Bradshaw, a Manchester map engraver. Bradshaw formulated the Manchester and Leeds Railway timetable in 1839. The time for each journey is read horizontally, a concept difficult to decipher at first glance, since the vertical rules give the impression that the times should be read vertically. The separation of hours from minutes is an important consideration in timetable design, and Bradshaw solved this well by creating a generous space between the two.

As transportation systems grew, offering connections and a variety of services, the problem of arranging arrival and departure information, along with other details of a journey, became more challenging. Bradshaw established a lucrative timetable publishing business, as his railway guides were eventually issued monthly. The format of these timetables made use of vertical listings of destinations and corresponding times, influencing the design of many of today's timetables. One page of Bradshaw's Guide of 1852 traces the paths of twelve train journeys with forty-four stops, including mileage and fare data, in a mere 25 square inches, a remarkable concentration of information. However, the bold slab serif type is extremely heavy and makes for a congested page. With notes running sideways, it should not be surprising that 'Bradshaw' in the early Victorian age became synonymous with incomprehensibility.

Other timetables published during this period improved on the Bradshaw guide visually, and organized the information in a streamlined manner. For example, the tables in Murray's Railway Hand-book of September 1850 have an understated elegance, because only one weight of type is used. The train routes from Edinburgh, for example, are divided into separate sections, arranged in an alphabetical order according to destination.

The idea of providing information only relevant to a specific origin-to-destination journey was further developed and visualized in Kelly's Railway Guide for January 1859, an extraordinary timetable for many reasons. The Kelly guide is organized according to destinations set in a bold sans-serif type. Sans-serif type first appeared in England in 1816 as a display face for use in advertising, but was rarely used in the 19th century. Old style figures usually do not work well in a lengthy tabular arrangement, but they are acceptable here because the column depths are not long. The timetable's design is unique for its elegant combination of serif and sans-serif typefaces and spatial sensibility, unusual for the period. The streamlining of information in a directory of destinations signals the beginning of the quick-reference schedule.

The innovation of the quick-reference schedule was never embraced by the railway industry, generally speaking, because most railway routes involved many stops. These journeys were similar to stories with lots of detail, and the vertically-reading format pioneered by Bradshaw was a practical, graphic way to tell the story. In the United States, the traditional vertically-reading format can be found in many airline timetables of the late sixties, as many transcontinental flights had numerous stops. However, the quick-reference format in timetables eventually became the stan-

EDINBURGH (via Caledonian Railway) TO CARLISLE.											
		3 cls.	1 ex.	2 m'l.	3c.pl.	2m'l.	Sunday.				
		a.m.	a.m.	p.m.	p.m.	p.m.	a.m.	a.m.	FARES.		
DIS	Edinburgh	7,45	10.30	12.0	4.45	9.15	12 n'	9.15			
5	Currie	7.53	..	..	4.53	9.25	..	..	0/11	0/8	0/7
10	Midcalder	8.19	..	12.34	5.3	9.43	12.34	9.46	1/8	1/3	1/0½
15	West-Calder	8.34	..	..	5.19	..	..	..	2/6	1/11	1/7
21	Auchengray	8.49	..	..	5.49	..	..	..	3/6	2/8	2/3
26	Carnwath	9.1	..	..	6.1	..	..	..	4/4	3/3	2/8
27	Carstairs	9.10	11.15	1.22	6.10	10.25	1.22	10.32	4/7	3/6	2/10
32	Thankerton	9.23	..	..	6.23	..	..	..	5/3	4/0	3/3
34	Symington	8.31	..	1.40	6.31	10.43	1.40	10.48	5/7	4/3	3/6
37	Lamington	9.40	..	..	6.40	..	..	..	6/2	4/8	3/11
43	Abington	9.55	..	2.1	6.55	11.4	2.1	11.7	7/0	5/3	4/5
47	Elvanfoot	10.10	..	..	7.10	..	..	..	7/10	5/11	4/11
61	Beattock	10.44	12.15	2.48	7.44	11.45	2.48	11.50	10/11	7/7	6/4
66	Wamphray	10.57	..	..	7.57	..	..	..	10/10	8/3	6/10
71	Nethercleugh	11.11	..	..	8.11	..	..	..	11/1	8/11	7/5
74	Lockerbie	11.21	12.40	3.20	8.21	12.15	3.20	12.18	12/4	9/3	7/9
80	Ecclefechan	11.17	..	3.35	8.37	12.31	3.35	12.32	13/40	10/5	8/4
83	Kirtlebridge	11.46	..	..	8.46	..	..	..	13/1	10/5	8/8
87	Kirkpatrick	12.27	..	..	8.57	..	..	..	14/6	10/11	9/1
92	Gretna	12.20	..	4.4	9.10	12.57	4.2	12.57	15/3	11/6	9/6
100	Annan	1.35	..	5.0	..	..	..	..	16/8	12/6	10/5
115	Dumfries	12.22	..	5.50	..	..	..	..	10/0	15/0	12/0
96	Rockcliffe	12.25	..	..	9.22	..	..	..	16/0	12/0	10/0
100	CARLISLE	12.30	1.22	4.18	9.30	1.14	4.18	1.15	16/8	12/6	10/5

EDINBURGH (via Hawick Railway) TO DALKEITH.									
		a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	
DIS	Dalkeith	8.45	10.0	12.0	2.0	3.45	6.15	8.30	FARES.
3	Niddrie	8.53	10.8	12.8	2.8	3.53	6.23	8.38	0/4 0/3 0/2
5	Portobello	9.0	10.15	12.15	2.15	4.0	6.30	8.45	0/6 0/7 0/5
8	EDINBURGH	9.10	10.25	12.25	2.25	4.10	6.40	8.53	0/8 0/6 0/5

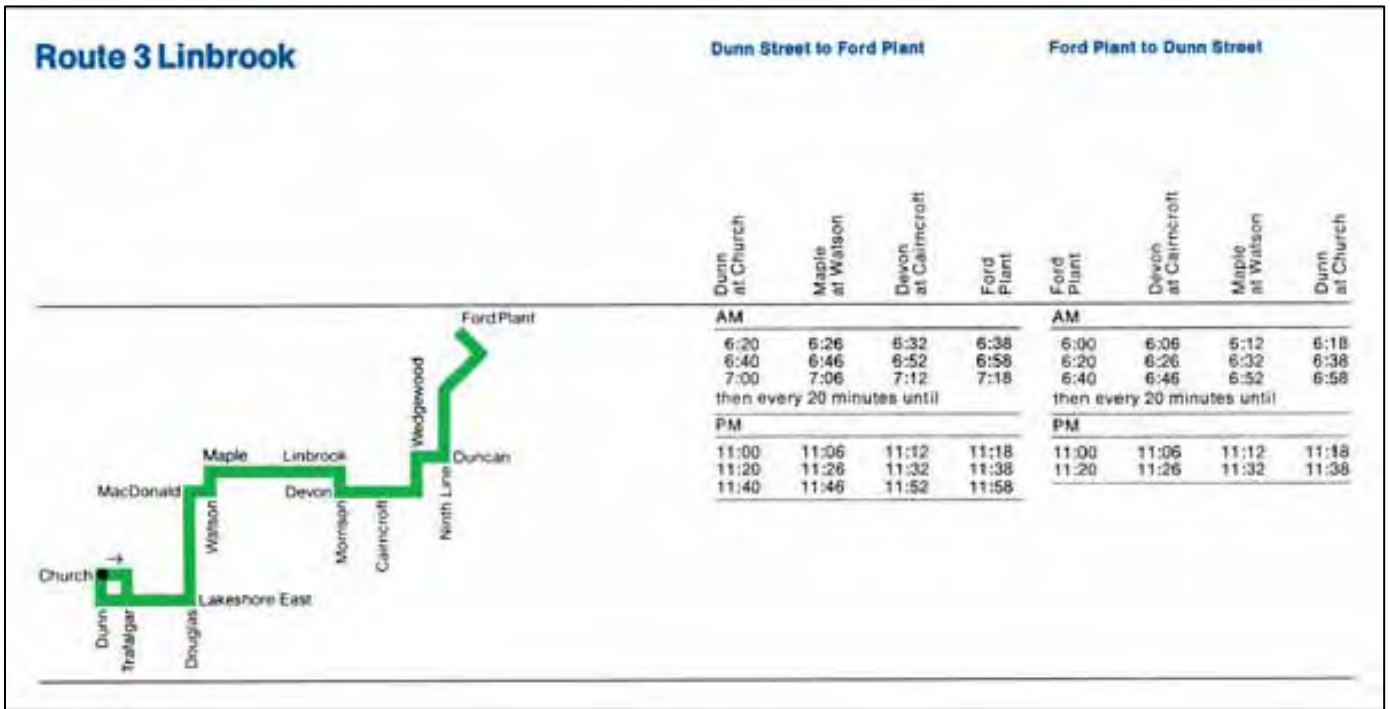| EDINBURGH (via Station at Scott Monument) TO DUNDEE.										
		4 cls.	3 cls.	2 cls.	2 cls.	2 cl.s	3 cls.	Sunday.		
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	FARES.
DIS	Edinburgh	6.30	9.45	12.30	3.0	4.38	7.0	7.30	4.30	
—	Leith	6.20	9.35	12.20	2.50	4.20	6.50	..	..	0/4 0/3
3	Granton Ferry	6.50	10.5	12.50	3.15	4.50	7.20	7.50	4.50	0/6 0/4
8	Burntisland	7.25	10.40	1.25	3.50	5.25	7.55	8.25	5.25	1/6 1/4
11	Kinghorn	7.33	10.48	..	3.56	5.32	8.2	8.30	5.30	2/0 1/6
14	KIRKCALDY	7.42	10.57	1.37	4.6	5.40	8.11	8.37	5.37	2/0 1/8
16	Dysart	7.50	11.5	..	4.14	5.50	8.20	8.45	5.45	2/4 1/10
19	Thornton Junction	8.0	11.15	..	4.22	5.58	8.28	..	..	3/6 2/10
21	Markinch (Leslie)	8.0	11.24	1.50	4.33	6.8	8.36	9.0	6.0	4/3 3/6
24	Falkland	8.0	11.32	..	4.40	6.15	8.45	9.10	6.10	5/0 4/0
27	Ladybank Junction	8.32	11.45	2.0	4.50	6.28	8.58	9.21	6.20	5/6 4/6
29	Springfield	8.37	11.49	..	4.56	6.33	9.3	9.28	6.28	6/3 5/0
32	CUPAR-FIFE	8.43	11.54	2.17	5.0	6.42	9.12	9.36	6.36	6/6 5/4
36	Dairsie	8.52	12.3	..	5.13	6.51	9.21	9.41	6.41	7/3 5/10
39	Leuchars	9.5	12.16	2.36	5.25	7.3	9.33	9.51	6.51	8/0 6/0
—	44 St Andrews—coach	..	1.16	3.40	..	7.48	..	..	..	9/0 6/6
44	Ferry-Port-on-Craig	9.20	12.30	3.45	5.50	7.15	9.45	10.0	7.5	8/0 6/9
45	Broughty Ferry	9.40	12.50	..	6.0	7.35	..	10.20	7.25	8/0 6/9
47	DUNDEE	10.0	1.10	3.5	6.20	7.55	10.5	10.45	7.45	8/6 6/9
118	ABERDEEN	1.50	5.15	7.31	7.45	..	..	8.25	..	20/6 18/9

Page from Murray's Railway Hand-Book, September 1850.

dard. Finding information was often a tedious task in a traditional vertically-reading timetable, and it became obsolete for the American airline industry by the mid-seventies. As the Boeing 707 provided a faster way of travel, the quick-reference schedule satisfied the need of a new 'on-the-go' American traveller to find information quicker.

Timetables became the most popular and practical means of communicating the times and other information associated with journeys, but are not the only means of presenting this information visually. An alternative and innovative way of visualizing a transportation schedule is by graph-

ing; a fine example is EJ Marey's 1885 train schedule for the Paris to Lyon route. Time is located along the horizontal axis while destinations are plotted along the vertical axis according to a scale of distance. The speed of the trains is related to the slope of the lines; the more vertical the line, the faster the train. The graph also indicates where two trains pass each other on a track, information that a conventional timetable would not provide. Graphs are used primarily for internal use within railway companies; few of them have been for public use.

The designation of time, including the numerical separation of hours from min-

Route 3 Linbrook

	Dunn Street to Ford Plant				Ford Plant to Dunn Street			
	Dunn at Church	Maple at Watson	Devon at Cairncroft	Ford Plant	Ford Plant	Devon at Cairncroft	Maple at Watson	Dunn at Church
AM	6:20	6:26	6:32	6:38	6:00	6:06	6:12	6:18
	6:40	6:46	6:52	6:58	6:20	6:26	6:32	6:38
	7:00	7:06	7:12	7:18	6:40	6:46	6:52	6:58
	then every 20 minutes until				then every 20 minutes until			
PM	11:00	11:06	11:12	11:18	11:00	11:06	11:12	11:18
	11:20	11:26	11:32	11:38	11:20	11:26	11:32	11:38
	11:40	11:46	11:52	11:58				

Page from the timetable for Oakville (Ontario) Transit, 5 September 1972.

utes and the distinguishing of morning from afternoon and evening, has been an important consideration in timetable design. British timetables printed as handbills for early railways in the nineteenth century often used fractions and numerals to designate time, for example, '1/2 past 9'. Several Swiss timetables at the beginning of the twentieth century distinguished evening hours from daylight ones by setting the minute numerals in superior figures with an underscore. In some timetables of the late nineteenth century, times after midday were designated in bold type. In the British publication The Green Line Guides and Timetable of 1937, only the hour figures are set in bold to designate afternoon hours. The designer, Harry Carter, also designed a new set of Times Roman superior numerals for the designation of minutes. The numerals had to be small enough to distinguish themselves from the hour figures but as big as possible for legibility. The use of 24-hour clock time designation solved the graphic problem of distinguishing morning times from afternoon in the early twentieth century; however, this time designation system is generally not used in the United States except in the military.

The gradual adoption of sans-serif typefaces for timetable typography in the first half of the twentieth century, particularly after Eric Gill's Gill Sans was issued, created a new, attractive aesthetic. The combination of light and bold weights of sans-serif typefaces provided less cluttered possibilities in varying the typographic texture of the page than the use of slab serif and other serif typefaces. This is evident in the elegant pages of the KLM timetable of 1950, using light and bold Gill Sans.

A European design aesthetic influenced many well-designed timetables in the mid-twentieth century. Graphic design trends developed in Switzerland and Germany in the fifties and sixties were eventually adopted in the United States, and had a profound influence on corporate identity for transport companies. These trends often included simplicity in logo design, based on geometric rationality and an extreme reduction of form. The timetable, a high profile and important publication for most transport companies, was an important application of corporate identity. Swiss and German typographic trends, using strict grid structures and the new sans-serif typefaces designed in the fifties, Univers and Helvetica, were incorporated in the design of timetables. According to Philip Meggs, the graphic design historian, 'the initiators of this movement believed sans-serif typography expresses the spirit of a progressive age and that mathematical grids are the most legible and harmonious means for structuring information.'

The American Airlines timetable format of the late sixties demonstrated a new level of design excellence through generous spacing, sans-serif type set at legible sizes, and an effective use of colour. It was part of its new visual identity, designed by Unimark International. The influence of the 'International Typographic Style' can also be seen in England during this period, in the British European Airways (BEA) timetables of the late sixties. A striking corporate identity for BEA had been designed by Henrion Design Associates.

Many timetables designed for Canadian transit bus systems by the design firm Gottschalk+Ash also demonstrate this design aesthetic. These timetables are visually different from air or rail timetables, because bus schedules often present different design problems. Buses usually operate on a repetitive time sequence and often make the same stops along a route. The austere timetable design for Oakville (Ontario) Transit in 1972 solves the informational problems of a bus schedule effectively, especially the separation of a.m. from p.m. departures.

This was a period when many corporations were embracing modern design and had generous budgets for implementation. The Continental Airlines timetables of 1969, designed by Saul Bass & Associates, were also attractive and innovative. The schedules were organized by destination (rather than origin) and a symbol was created for each. It is hard to imagine an airline today allotting a budget to design a symbol for each city it serves, to appear in its timetable.

The Air France timetable of the early seventies retained the conventional vertical-reading format but brought it to a new level of modern design. At first glance, this seems like an ordinary timetable. But a closer look reveals not only an intelligent use of the Univers typeface family, but also symbols specially designed to be compatible with it. The Swiss designer of Univers, Adrian Frutiger, designed this timetable.

KOTIMAAN LIIKENNE – INRIKESTRAFIKEN 1.11.1975 – 31.3.1976
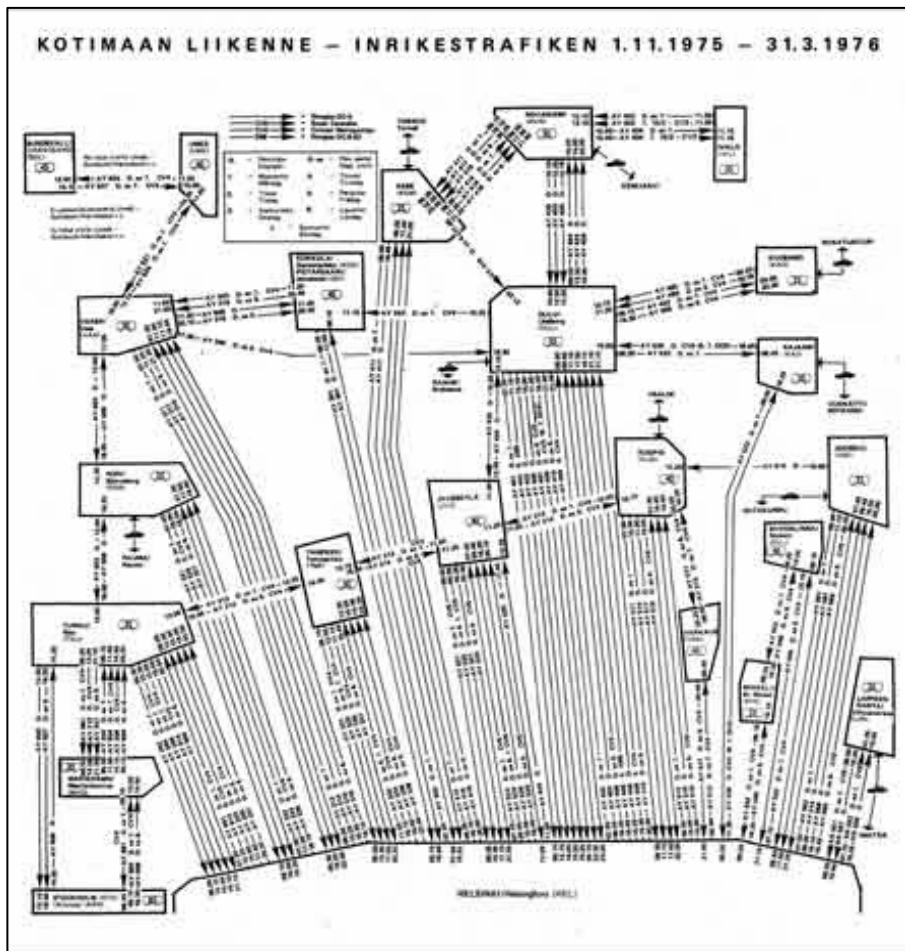
Timetable map for the domestic flights of Finnair, 1 November 1975 to 31 March 1976

Timetables from the sixties and seventies demonstrate typographic experimentation and new ways of organizing information that led to new formats. One example is the schedule for the Bavaria, the Trans European Express train from Munich to Zurich. This is a brilliantly and logically designed diagram set in Akzidenz Grotesk, indicating connections to and from the main train line from various provincial points. Its design reflects modernist typographic training from graphic design schools at Basel, Zurich and Ulm. The schedules of the international timetable for Air Canada, dated February to April 1971, are also unconventional in their design, organized by days of the week to accommodate the needs of a schedule that fluctuates daily. The Air Canada diagrams presented the arrival, departure and transfer connection information clearly and had a geographic connotation.

Geographical orientation of departure and arrival points became the basis for several timetable designs functioning as abstract maps. An example of this is Finnair's visually complex 1976 timetable (above), showing its network of domestic flights. The information is not so easily found as in a quick-reference schedule, but here one gets a unique visual overview of Finnair's entire domestic network. For example,

most flights converge at Helsinki, and the routes with the most frequency are from Helsinki to Oulu and Turku; this information can be quickly discerned from the diagram. The Deutsche Bundesbahn Intercity timetables of the eighties were perhaps the most successful abstract map-type diagrams in regular, widespread use. The information here can be hard to find, especially for one not familiar with German geography. I imagine that its graphic complexity and abstract quality appealed to the intellectual German mindset. These are all examples of alternative, illustrative approaches to the more traditional typographic timetable.

The quality of timetable design has declined since the sixties, noticeably in the United States. Rapid growth of the airlines after deregulation resulted in more cities were being served by each airline, so timetable information had to be condensed and set in microscopic point sizes, resulting in illegibility. Many used faulty typographic practices such as mixing condensed with normal numerals to save space. The timetables for large companies increased to the size of books. United Airlines timetables in 2000 were approximately 870 pages with a three-quarter inch spine, providing schedules between unlikely city pairs such as

Birmingham, Alabama, in the US, and Asmara, Eritrea. For today's airlines with their extensive worldwide networks, providing code-sharing flights with other airlines and infinite possibilities of connections, the printed timetable has become an impractical and expensive undertaking.

The Internet is now the practical conduit of timetable information for large airlines, and is helping the development of timetable presentation. Unlike printed timetables, information on the Net can be changed and updated frequently. The needs of large transport companies with enormous schedules can be accommodated without condensing information illegibly. Internet timetables, in the hands of designers with typographic sensitivity, can present information clearly and beautifully, with generous spacing reminiscent of timetable design in the sixties. The website for Continental Airlines (continental.com), for example, illustrates this. The timetable section of the Lufthansa web site (lufthansa.com) is innovative and highly functional. The journey information is well designed, visually pleasing and thorough, presenting frequency of service, time duration of flights, aircraft types and even schedules of other airlines. The use of colour is especially effective.

For the railways, particularly commuter railways, the printed timetable seems practical for an urban environment with lots of pedestrian traffic and spontaneous travel. In Britain, the printed timetable for the Great North Eastern Railway (GNER), a relatively small transport network, is functional; it even fits into your pocket. Since timetables can now be downloaded on portable hand-held computer devices, and as more people use such devices, the printed timetable may become obsolete, even for railways.

The hidden typography of timetables reveals visual diversity in information design evolving from printing to digital technology. A variety of formats have been designed, and some are appropriate only for certain transportation systems. Your local bus schedule looks different from a worldwide airline timetable, because the design problems of each are different. Despite these differences, all successful timetables combine a beauty of functional character, where information is accessible and easily found, with an elegance of typography and an aesthetic sensitivity.

Barry Roseman is Assistant Professor of Graphic Design, Atlanta College of Art, Atlanta, Georgia. The paper was presented at the Friends of St Bride Printing Library second annual conference. 20-21 October 2003. This paper made use of several sources. A footnoted version of the paper is available from the author

Christmas at Creswick

The spirit of Eureka was still strong in Ballarat in 1940, when the Workers' Sports Federation came to town for its Christmas bash. **DREW COTTLE** *and* **GEOFF LAMBERT** *describe how the VR provided for them.*

The Workers' Sports Federation was a cultural expression of the Communist Party born of the 1930s Great Depression. It started as a loose, informal association of mainly young and middle aged working class men. While most were labourers there were several clerks, a musician and an SP bookie.

The WSF organised inexpensive Easter and Christmas holidays for Melbourne's working class families to popularise the cause of the united front in the struggle against fascism and bolster Party recruitment. Relaxed and purposeful sociability in the Victorian countryside rather than the rigours of organised sport as preparation for the class war was the social ethos of the WSF. Young single middle class men and women and relatively few working class couples with young children travelled by train or ferry to the WSF holiday camps at Rosebud, Cowes, Creswick, Daylesford or Healesville.

These trips provided a popular cheap and organised holiday in picturesque surroundings within a few hours travel from Melbourne. The first holiday camp of the WSF was at Sassafras near Upwey in the Dandenong Ranges at Christmas 1933. The four day Easter WSF camp at Healesville in 1935 attracted over 900 people. Although marred by constant heavy rain it was a social and political success. Australian Rules football, netball, table tennis and boxing competitions were organised. Each morning the camp was the scene of mass physical exercises. A roster system operated in which each camper spent a half day on food preparation, serving and cleaning up. A vigilance committee ensured that 'there was no cross habitation in the single sections'. Alcohol was banned. If found it was confiscated and was given to the cooks, who were mostly hardened and older Party members. A feature of the Healesville and subsequent WSF camps was the brass band competition which the Wonthaggi miners usually won.

The 1936 Christmas camp at Lake Jubilee, Daylesford attracted 1,300 people and 1,000 campers attended the 1937 WSF Easter camp at Cowes, Phillip Island. The 1937 Victoria Park camp at Daylesford, where 1900 people attended was probably WSF's greatest success. Eleven special

trains took the campers to Daylesford. The largest WSF camp was at Easter 1939 again at Cowes. Two thousand, two hundred people travelled to the island by special trains and chartered ferries.

The remaining WSF camp before the outbreak of war in Europe continued to attract gathering numbers of the young and single middle class and few factory workers. Nineteen hundred attended the Creswick Christmas camp in 1940, the subject of this article. The campers walked to the site of the Eureka Stockade, hoisted a Eureka flag and swore the digger's oath- *Drew Cottle.*

The WSF trains

Given that the VR was a rather conservative body at this time and had been exceptionally hard on its workers in the Depres-

BALLARAT-CRESWICK.

Special trains for Workers' Sports Federation will run as under :—
(For Melbourne-Ballarat section see page 81, 84 and 88. See also S. 3420/40).

DOWN.		L.E. Local (Tender first) Dec. 28	WS. 1 Passenger (Page 81) Dec. 25, Jan. 1	L.E. Local (Tender first) Jan. 2 (Empty Cars) Jan. 3	Local Passenger Dec. 28	WS. 3 Passenger (Page 84) Dec. 24	Local Empty Cars (Tender first) Jan. 3	WS. 5 Passenger (Page 88) Dec. 24
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Melbourne ...	Dep.	...	8 15	...	...	3 45	...	8 30
Ballarat ...	Arr.	...	10 46	...	...——32	6 13	...	10 42—Fol
,, ...	Dep.	7 40	10 56	12 50	5 15	6 23	7 0	10 52 D37
North Ballarat	,,	7 45*	*	12 55*	*	*	*	10 52*
Waubra Junct.	,,	7 55*	11 6*	.1 0*–35 work	5 25*	6 33*	7 30*—52	11 2*
Creswick ...	Arr.	8 15 ·44	11 17 24	1 30 clear	5 35	6 45	7 50	11 15

UP.		Local Passenger Dec. 28	L.E. (Tender first) Dec. 25	WS. 2 Passenger Jan. 2, 3	L.E. Local (Tender first) Dec. 28	Local (Tender first) Empty Cars Dec. 24	WS. 4 Passenger Jan. 1, 3	WS. 6 (Tender first) Empty Cars Dec. 24
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Creswick ...	Dep.	9 0	11 45	2 25	5 55	7 30 —Fol 52	8 35	11 25
			p.m.					
Waubra Junct.	Arr.	...	12 5—29	...	...	...	...	...
	Dep.	9 13*	12 25	2 39*	6 15*	7 50*	8 48*	11 45*
North Ballarat	,,	9 21*	*	2 47*	6 30*	*	*	*
								a.m.
Ballarat ...	Arr.	9 25	12 45	2 50	6 35	8 10	9 0	12 5—25th
,, ...	Dep.	——	——	3 5 Page 94	——	——	9 15—Page	1 0 Pa e 96
Melbourne ...	Arr.	...	...	5 42	...	...	11 30 95	3 20

MELBOURNE–BALLARAT–SERVICETON—Continued—DOWN.

No. of Train ...	D37	D39	D41	D41a	D43	D45	No. 65
DOWN.	Mildura Dec. 23, 24 / Maryborough Dec. 26, / Ballarat Jan. 1	Mildura Dec. 21	Adelaide Express When reqd. / WS5.–To Creswick Workers' Sports Dec.24	Adelaide Express When notified	Ballarat Special Cheap Excursion Dec. 24 / Runs only if bookings justify (See note)	Ballarat Special Cheap Excursion Dec. 24	Bacchus Marsh P.E. Sats. As per W.T.T. / P.E. Spcl. Dec. 26, Jan. 1
From Plat. No....	—	—	—	—	—	—	—
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Spencer-st. Dep.	7 50	7 50	8 30	8 55 (B)	9 47	10 0	11 25
Footscray "	*		*	9 3*	9 56*	10 10 P	11 34
Sunshine "	8 7*	8 7*	8 45*—24	*	10 7*	10 25 P	11 44
Deer Park " (see note)	*	8 14	*		*	*	§
Rockbank Arr.	8 23*	8 28			...	...	a.m.
	—24	—24	—20				12 7 next day
Melton Dep.	8 28—24	8 34	8 59*		10 24*	10 43*	12 16
Parwan Arr.	8 34*	8 42	9 5*		10 30*	10 51*	
Dep.	8 42*	8 52	9 13*		10 39*	11 1*	12 28
BACCHUS MARSH Arr.						11 8 S	12 37
Dep.	8 48*	8 59	9 18*		10 46*	11 10	
Rowsley "		9 5*			11 9*	11 34*	
Bank Box " (40¼ miles)		9 12*					
Ingliston Arr.							
Dep.	9 24*	9 39*	9 52*		11 23*	11 48*	
Ballan Arr.	9 32	9 47	10 1*		11 32*	11 56	
Dep.	9 36	9 51	10 7		11 37	—D30	
Bradshaw "						a.m. Dec.25	
Gordon Arr.	wait WS6. Jan. 1					12 1 S	
Dep.	9 49½	10 4	10 18*		11 53*	12 16 S	
Millbrook "	*	*	*			*	
Wallace "	*	*	*			*	
Bungaree Arr.	...*	*	*		a.m. Dec. 25	*	
Dep.	10 1½	10 17	10 28*		12 6 S	12 31 S	
Dunnstown "	*	*	*			*	
Warrenheip "	10 9*	10 23*	10 35*—26	11 27*—32 wt.	12 20 S	12 45 S	
Ballarat E. "	*	§	*	§	12 30 S	12 55 S	
BALLARAT Arr.	10 18	10 34	10 42	11 35	12 35	1 0	
Dep.	10 28	10 44	10 52	11 50			
	see pages 67 & 73	see pages 67 & 73	see pages 70 & 89	see page 89			

Column notes: D41 — "Stop as usual for No. 33 to Ballarat, then all stations as required. Seat Booking Compulsory. Stops Nhill, Kaniva, Serviceton and usual South Australian stations." D41a — "See page 106 / Runs via North Geelong Loop. See note (B) re stops." D45 — "Stop Bungaree, Warrenheip and Ballarat East. 32 keep clear. 32 keep clear. Stop Footscray, Sunshine, Bacchus Marsh, Ballan, Gordon, Bungaree, Warrenheip and Ballarat East." No. 65 — "Stops as for No. 65."

BALLARAT–MARYBOROUGH LINE.

(For Workers' Sports Federation Specials to Creswick, see page 70)

Extra and Ordinary Trains will run as under:—

DOWN.	No. 19 W.T.T.	T1	No. 29 W.T.T.	No. 31 W.T.T.	No. 73 W.T.T.	No. 75 W.T.T.	D37	D39	—
	Pass'ger Daily	High'nd Sports Spcl. Jan. 1 (S.3429/40)	Through Mixed Altered Dec. 23, 24, 25	Through Mixed Sats.	Mildura Sats. exc. / Terminates Marybo'h Dec. 23, 24	Mildura Sats.	Mildura Dec. 23, 24 / Maryborough Dec. 26	Mildura Dec. 21	
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
Ballarat Dep.	7 38	8 40	12 15	12 40	10 10 (D)	10 25	10 28 (D)	10 44 (D)	...
Wandra J. Arr.	...	...	...	...—32					...
" Dep.	7 49	8 57	12 31	12 55			§	§	...
Creswick Arr.		9 12			A	A	§	§	...
" Dep.	8 0	9 13	12 48	1 10	10 28	10 43	10 43	11 3	...
N. Creswick "	8 4	9 17	12 52	1 14	*	*	§	§	...
Tourello "	§	9 23	§	..t	A	A	§	§	...
Clunes Arr.									...
" Dep.	8 22	9 37	1 14	1 34	10 47	11 2	11 2	11 41	...
Talbot "	8 39	9 55	1 34	1 53	11 4	11 19	11 27	11 41	...
Maryboro' Arr.	9 0	10 19	2 10	2 30	11 23	11 36	11 50	11 57	...
					see pages 73, 87	see page 73	see page 73	see page 73	

Column note: D37, D39 — "Stop as required."

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sion, the fact that it deigned to let the communist WSF vipers into its nest seems somewhat surprising.

It seems that officially, the camp operated from Christmas Day morning, but people began arriving on Christmas Eve to set up their tents. A contingent of campers left Spencer St at 3:45 that afternoon in train WS3, which picked up at Footscray and Sunshine, before running express to Ballarat. The Melbourne Ballarat line seems to have been especially busy at Christmas 1940 and it took 9 pages of the VR's circular C15/40 to describe the Down trains alone. Another 9 trains pulled out of Spencer St for Ballarat before a second WSF could be squeezed in. A further two trains in this period, which would otherwise have used the line via Bacchus Marsh were diverted to run via North Geelong or Castlemaine. WS5, the Federation's second special for the day was due to get away from town at 8:30 pm, running on the schedule of D41, normally a relief Adelaide Express (left).

WS3 and WS5 arrived at Creswick at 6:45 pm and 11:15pm respectively (page 7). They both turned around quickly, returning to Ballarat and Melbourne, which point was not reached at 3:20 am. Meanwhile, the campers were setting up their tents in the dark. It was quite a walk to the park and campground and the fun of setting up tents there well after midnight can be imagined.

I suspect most campers would have travelled on the Christmas morning train No WS1, which steamed out of Spencer St at 8:15 am, ten minutes ahead of the regular Ballarat train.. It had rather tight meets with two Divisions of the Overland on the way west, but did not stop for passengers anywhere. Rowsley and Bank Box were opened as Block Posts to enable the regular train to follow closely behind. Both had probably been open all night to handle the heavy Christmas Eve traffic. This train arrived at Creswick at 11:17 am, doubtless to be greeted by the bleary-eyed campers from the night before. WS1 left its cars at Creswick and the engine returned light to Ballarat.

The WSF trains were not the only ones with a Creswick destination. A number of "Local" trains ran between Ballarat and Creswick while the campers were in residence and may have used the cars stabled there off WS1. In addition, a number of through trains ran between Ballarat and Maryborough during the holiday week.

It's a bit hard to divine at this distance in time what the WSF's own timetable was, but it arranged for another train from Melbourne to run on New Years Day. Although it seems that this was available to take passengers, it seems more likely to have been a positioning move to get empty

cars to Creswick for the exodus. This exodus duly began that afternoon and continued on January 2 and 3, the last train leaving at 8:35 pm on the latter date. It did not arrive back at Spencer St until 11:30, just in time, if luck was with them, for the campers to catch the last "spark" home.

The WSF, however, was not the only organisation in the area with sports on its mind. The "Highland Sports" were held at Maryborough on New Years Day and attracted crowds from all over the place. Trains ran from Melbourne (via Ballarat and via Castlemaine), Ballarat, Bendigo and Donald. Both the forward and return trips of these specials had to be slotted in with the WSF's trains on New Years Day. These trains had originally been notified in S-Notice No. S3420/40.

Finally, to add to the congestion on New Years Day, were three return trips which passed through Creswick on their way to and from Daylesford, two of them Specials and one of them the regular Mixed. Daylesford must have been a sight to behold over the holiday period– it took a full 15 pages of C15/40 to describe all the trains it had to handle. Most ran via Woodend, but 3 Up and 3 Down services came and went from the Ballarat line on New Years Day, making at total of 14 trains coming and going.

So, it would have been busy at Creswick that Christmas and doubtless the full complement of staff (picture page 7) were on duty for long hours. I make it to be 15 trains on New Years Day and at least a dozen on Christmas Eve/Christmas Day. It's a bit hard to tell, because C15/40 carried no single table which showed all trains at Creswick. Instead there were three tables:- Ballarat-Maryborough, Ballarat-Creswick and Ballarat-Daylesford. Whatever- there can't have been much time for a traditional Christmas Dinner for any of the station staff, nor for the train crews. They must have looked on enviously as the happy collective of workers frolicked in their pastoral surrounds.

This was the last. A year later, the WSF telegrammed Prime Mister Curtin (below), explaining that, in response to his plea, no more WSF camps would be held. In 1941, instead of callisthenics at Creswick and a bracing train trip to the Highlands, the workers had their noses to the grindstone in the munitions factories. –*Geoff Lambert*

Extra and Altered Trains.—Extra and altered trains will be run between Ballarat, Newlyn and Daylesford and return as shown below, stopping all stations, S.M., Ballarat, to arrange, and stations to post up notice and make known.

DOWN		DF13 Dec. 26, Jan. 1. Pass. SPECIAL CHEAP TRIP	N13 No. 49 altered Ltd. Mixed December 24, 26, Jan. 1	N17 Special Passenger Jan. 1		N15
		a.m.	p.m.	p.m.		
Ballarat	Dep.	9 0	6 35 Instead of 4.58 p.m.	11 50 Connect with 7.50 p.m. from Melb'ne	...	...
N. Ballarat	„	9 3	6 39	11 53	...	...
Waubra Jun.	Arr.	...	...	a.m. Jan. 2	...	...
	Dep.	9 14	6 50	12 3—T2	...	...
Creswick	Arr.	...	7 5—52	12 12	...	...
	Dep.	9 29	7 5—52	12 26	...	...
N. Creswick	Arr.	...	7 10	12 30	...	...
	Dep.	9 33	7 10	12 30	...	...
Allendale	Arr.	...	7 27	12 40	...	...
	Dep.	9 43	7 27	12 40	...	...
NEWLYN	„	10 5	7 45—N8	1 0 a.m.	...	...
Leonard	„	§	Connect with 2.30 p.m. from Melbourne	—Jan.	...	...
Daylesford	Arr.	10 55		2	...	...

(DF13 column: "Stop where required"; N13 column: "Stop as usual"; N17 column: "Stop where required")

UP		No. 14 Altered Dec. 25, 26, Jan. 1	N8 Passenger Dec. 26 Jan. 1	N10 Passenger Jan. 2		
		a.m.	p.m.	a.m.		
Daylesford	Dep.	...	7 15	...	...	
Leonard	„		§	...	...	
Newlyn	„	8 50	7 55—N13	1 5 Tender first	...	
Allendale	„	9 7	8 5	1 17	...	
N. Creswick	„	9 22	8 14	1 27	...	
Creswick	Arr.	9 27	...	...	...	
		—DF13				
	Dep.	9 31	8 18	1 30	...	
Waubra Jun.	Arr.	...	...	...	...	
	Dep.	9 48§	8 32	1 45	...	
N. Ballarat	„	10 0	8 45	1 58	...	
Ballarat	Arr.	10 5	8 50	2 5	...	

(No. 14 column: "Stop as usual"; N8 column: "Stop where required"; N10 column: "Stop where required")

CASTLEMAINE—MARYBOROUGH.

Extra and altered trains will be run as under :—

Train No.		H2 Jan. 1 (Highland Sports Special) (S. 3420/40)	M1 Jan. 1 (Highland Sports Special) (S. 3420/40)	W1 No. 99 altered Maryborough Dec. 21, 23, 24	No. 123 altered Maryborough Dec. 26, Jan. 1	M5 Mildura Dec. 23, 24
To run on—						
DOWN		a.m.	a.m.	p.m.	p.m.	p.m.
Melbourne	Dep.	ex Bendigo	7 5	2 40	6 20	7 45
CASTLEMAINE	Arr.	8.15 a.m. Through	9 20	5 8c	8 43c	10 5 —Pre 135§
	Dep.	9 7	9 35	No. 99 altered 5 15	No. 123 alt. 8 55(A)	10 20
Campbell		¶	*	§	§	
Guildford	Arr.		...	...		
	Dep.	9 27¶	9 53*	5 34	9 13	
Strangway		¶	*	§	§	
Newstead	Arr.		...	...		
	Dep.	9 44¶	10 8*	5 50	9 32	10 50*
Joyce's Creek		¶	*	§	§	
Moolort	Arr.		...	...		
				—94		
	Dep.	10 2¶	10 24*	6 6	9 53	
Carisbrook		10 15¶	10 34*	6 17	10 7—wt.H4	
Maryborough	Arr.	10 25	10 45	6 30	10 20	11 25—D37
				To W'lang Page 73	On time No. 129	To Mildura page 73

(M5 column note: "Take pass. for Litchfield thence as for No. 73")

Nigel's Christmas present

The Very Victorian Railways has responded to Nigel Gunzel's request for a timetable for a circuitous country tour. The VVR's Chief Traffic Manager, Mr. PETER BARRY, lays out the options for Nigel and his merry men. See March The Times to explain this letter.

Office of Chief
Traffic Manager
Room 73, Extn. 1147

Mr N. Gunzel

Dear Sir,

Enclosed is the draft schedule for your requested tour of the Very Victorian Railways System. It has been prepared on the following bases:

Every line ever built, including for private companies, is available for use. Civil, Mechanical Engineering and Safeworking Heads have approved the route of this tour.

The tour shall not revisit a station already visited, even though the routes taken may permit travel over separate tracks at this junction. Because of the lack of a relevant crossover at both Albion and Royal Park, we recommend reversal at Macaulay and Sunshine(Down end crossover).

Price of the tour will be based on 7/- per mile(1959) with loadings per mile of 1/- for Saturday and 2/- for Sunday, indexed to current rates.

Timing considerations:

Because you have not stipulated a time of day at which to depart from Serviceton, this draft schedule has been prepared without regard to the delays caused by waiting for and crossing trains on single lines. An extra 20 % should be added to the overall times shown for this purpose. It is assumed that the NSWGR can provide a connecting service at any time. We have advised them of the expected time of arrival at Albury.

The schedules are based on the reasonably known speed limits on each section of track, and the overall maximum allowable speed of 60 mph. for the Railcar. We can supply a Railcar of any of the following types: Petrol/Diesel Electric (54 passengers), Brill (61 passengers), 280 hp Diesel Railcar (94 passengers). Please advise which best suits your party.

Times are based on the following:

Where the track speed limit is in excess of 45 mph, the scheduled speed will be 10 mph less than the track speed limit. Where the track speed limit is 45 mph or less, the scheduled speed will be 5 mph less than the track speed limit.

No allowance has been made for Temporary Speed restrictions. However, when you stipulate a date of travel, we will endeavour to allow for these restrictions. At least two weeks' notice should be given of the date of the tour to facilitate this.

It is assumed that, until the date and starting time of the tour are known, all Electric Staff Stations and Block Posts which can be switched out are switched out. This also applies to Temporary Train Staff and Ticket Stations. For minimum delay to both your train and other traffic, some of these stations may need to be in use.

Time allowances at stations:

(a) For reversing: 2 minutes. This includes the resetting of the tail disc at each end of the train.

(b) For safeworking: At each manned station: 1 minute for loss and 1 minute for regaining of momentum.

(c) At unattended stations: 1 minute for the use of Staff Exchange Box. Setting and restoring of points: 2 minutes e.g. East Natimuk.

(d) The railcar will be manned by Driver and Guard throughout. This will enable Hand Staff Exchange at all manned stations between reversal points.

(e) Between Mangalore and Wodonga, and Parwan and Warrenheip, both exclusive, the train will be routed via the Hand Staff Exchange Platform on No. 2 Road, unless a visit to the platform is requested.

(f) The Organiser is responsible for the loading and unloading of supplies, rubbish, etc., within these time allowances.

(g) Given the nature of the Tour, we recommend allowing the following for rewatering of the railcar and cleaning of Toilets: 20 minutes at the first nominated station after each 8 hours of running.

Alternative consideration.

As your organisation wishes to cover the trip as quickly as possible, an overall time of 41 hours 6 minutes has been determined. However, consideration of the participants' physical stamina and ability to rest in the railcar means that we also offer a Three Day schedule

Serviceton to Geelong	13 hrs 34 min
Geelong to Flinders Street	13 hrs 21 min
Flinders Street to Albury	14 hrs 11 min

This option would eliminate the extended stops for Toilet Cleaning, rewatering and refuelling from the total time allowed.

Yours faithfully,
Peter Barry,
Chief Traffic Manager,
Very Victorian Railways

Nigel took this photo at one of the more exotic locations visited by a railfan trip-Coleraine Junction. Try as he might, Nigel was unable to work this location into his dream trip. The train has arrived from Hamilton and is about to head off down the dead-end branch to Coleraine. Dead-ends were a "no-no" in Nigel's pedantic mind.

Station	Section Speed Limit MPH	Section Distance Miles	Allowances Min	Total Time for Section hours:mins	Total time per line Min	Elapsed time day:hours:min	Notes
Kaniva	60	14 1/2	2	0:19			
Diapur	60	13 1/4	2	0:17		00:00:37	
Nhill	60	11	2	0:15		00:00:52	
Kiata	60	8 1/4	2	0:11		00:01:04	
Dimboola	60	15 1/4	2	0:20		00:01:24	
Horsham	60	21 1/2	2	0:27	113	00:01:52	Reverse
East Natimuk	25	13 3/4	5	0:46		00:02:38	Unattended Junction
Balmoral	25	36 1/2	2	1:51		00:04:30	
Hamilton	25	41	2	2:05	283	00:06:35	Reverse
Dunkeld	50	19	2	0:30		00:07:05	Reverse
Penshurst	25	16	2	0:50		00:07:55	
Koroit	25	33	2	1:41		00:09:36	
Illowa	50	3 1/2	2	0:07		00:09:44	
Warrnambool	50	6	22	0:31	220	00:10:15	Toilet Clean & Water
Terang	50	28 3/4	2	0:45		00:11:00	
Camperdown	50	14	2	0:23		00:11:23	
Colac	50	28	2	0:44		00:12:07	
Birregurra	50	11 3/4	2	0:19		00:12:26	
Winchelsea	50	12 3/4	2	0:21		00:12:47	
Moriac	50	10 3/4	2	0:18		00:13:06	
South Geelong	50	13 3/4	2	0:22		00:13:28	
Geelong	50	1 1/4	2	0:03	198	00:13:32	Toilet Water & Fuel
North Geelong "B" Box	50	1 1/2	0	0:02		00:13:34	
North Geelong A Box	50	1	2	0:03		00:13:38	Reverse
North Geelong "C" Box	20	1/2	0	0:02		00:13:40	
Moorabool	50	3 3/4	2	0:07		00:13:47	
Gheringhap	50	3 1/2	2	0:07		00:13:55	
Inverleigh	50	10 3/4	2	0:18		00:14:13	
Wingeel	50	11	2	0:16		00:14:31	
Cressy	50	12	2	0:20		00:14:51	
Berrybank	50	9	2	0:15		00:15:07	
Lismore	50	8 3/4	2	0:15		00:15:22	
Derrinallum	50	6 1/4	2	0:11		00:15:33	
Pura Pura	50	12	2	0:20		00:15:53	
Westmere	50	11	2	0:18		00:16:12	
Tatyoon	50	11 3/4	2	0:19		00:16:31	
Maroona	50	7 3/4	2	0:13		00:16:45	
Ararat	50	13 1/4	20	0:39	233	00:17:25	Reverse
Ben Nevis	25	13	2	0:41		00:18:06	
Avoca	25	26 1/2	2	1:21		00:19:27	
Maryborough	25	15	2	0:47	170	00:20:14	Reverse
Carisbrook	50	4 1/2	2	0:08		00:20:23	
Moolort	50	6 3/4	2	0:12		00:20:35	
Newstead	50	8 1/2	2	0:14		00:20:50	
Guildford	50	8	2	0:14		00:21:04	
Castlemaine	50	6 1/2	2	0:11		00:21:16	Reverse
Elphinstone	60	7 3/4	0	0:09		00:21:25	
Malmsbury	60	6 3/4	0	0:08		00:21:33	
Kyneton	60	6 1/2	0	0:07		00:21:41	
Carlsruhe	60	4	2	0:06		00:21:48	
Fern hill	40	6 3/4	2	0:13		00:22:01	
Trentham	40	4	2	0:08		00:22:10	
Daylesford	40	11 3/4	2	0:22		00:22:32	Reverse
Newlyn	25	15	2	0:47		00:23:19	
North Creswick	25	10 1/4	2	0:32		00:23:52	
Creswick	50	1	2	0:03		00:23:56	
North Ballarat	50	11	1	0:17		01:00:13	
Ballarat	50	3/4	0	0:01		01:00:14	
Ballarat East	40	1/2	0	0:00		01:00:15	
Warrenheip	60	3 3/4	2	0:10		01:00:25	
Bungaree	60	5 3/4	2	0:08		01:00:34	
Gordon	60	7 1/4	2	0:10		01:00:45	
Ballan	60	7 1/2	2	0:11		01:00:56	
Ingliston	60	4 1/2	2	0:07		01:01:03	
Bacchus Marsh	60	13 3/4	0	0:16		01:01:20	
Parwan	60	2 1/2	2	0:05		01:01:25	
Melton	60	6	2	0:09		01:01:34	
Rockbank	60	4 3/4	2	0:07		01:01:41	
Sunshine	60	10 3/4	2	0:14		01:01:56	
Tottenham loop Junction	45	1 1/2	5	0:07		01:02:04	Reverse
Brooklyn	40	2	2	0:05		01:02:09	
Newport	30	2 3/4	2	0:08		01:02:18	Reverse
South Kensington	40	4 1/4	3	0:10		01:02:28	Reverse
Appleton Dock Junction South	25	2 1/2	3	0:10		01:02:38	Reverse
Appleton Dock Junction East	25	1/2	3	0:04		01:02:43	Reverse
West Tower	25	1/2		0:01		01:02:44	Goods Lines
Viaduct Junction	25	3/4		0:02		01:02:47	South Viaduct
Flinders Street	25	1	2	0:05	398	01:02:52	Reverse (Pfm 10), Toilet Clean, Water & Fuel
St Kilda	40	3 1/2	2	0:08		01:03:00	Reverse
Windsor	25	1 1/2	2	0:06		01:03:06	
Elsternwick	40	2	3	0:06		01:03:13	
Rosstown Works Crossing loop	25	3	2	0:11		01:03:24	
Oakleigh	25	2	2	0:08		01:03:32	Reverse
Waverley Road	25	1 1/2	2	0:06		01:03:38	

Station	Section Speed Limit MPH	Section Distance Miles	Allowances Min	Total Time for Section hours:mins	Total time per line Min	Elapsed time day:hours:min	Notes
Ashburton	25	1 3/4	2	0:07		01:03:45	
Hartwell	25	3/4	2	0:04		01:03:50	
Riversdale Jcn	25	1 3/4	2	0:07		01:03:57	
Deepdene	25	1 1/2	2	0:06		01:04:03	
East Kew	25	3/4	2	0:04		01:04:08	
Fairfield Park	25	2 3/4	2	0:10		01:04:18	
Westgarth	50	1 1/4	2	0:03		01:04:22	
Clifton Hill	40	1/2	2	0:02		01:04:25	Reverse
Northcote Loop Jcn	50	3/4	2	0:03		01:04:28	Reverse at North Jcn if possible
North Fitzroy	40	3/4	2	0:03		01:04:31	
Royal Park	50	1 1/2	2	0:04		01:04:35	Reverse
Coburg	50	2 3/4	2	0:06		01:04:41	
Fawkner	50	2	2	0:05		01:04:46	
Gowrie	50	1	2	0:03		01:04:50	
Upfield	50	2 1/2	2	0:05		01:04:56	
Somerton	40	1 3/4	2	0:05		01:05:01	Reverse
Broadmeadows	60	3		0:03		01:05:04	
Albion	50	8 1/2	2	0:14	148	01:05:19	Reverse
Clarkefield	60	22 3/4	22	0:49		01:06:08	Toilet Clean & Water
Romsey	40	9 1/4	2	0:17		01:06:26	
Lancefield	40	5 1/2	2	0:11		01:06:38	
Kilmore	25	18	3	0:57		01:07:35	Reverse
Pyalong	40	14	2	0:26		01:08:01	
Tooboorac	40	6 1/4	2	0:12		01:08:13	
Heathcote	40	10 3/4	2	0:20		01:08:34	
North Bendigo Junction	25	27 3/4	2	1:25	280	01:09:59	Reverse
Goornong	50	16	2	0:26		01:10:25	
Elmore	50	10 1/2	2	0:17		01:10:43	
Rochester	50	10 3/4	2	0:18		01:11:01	
Echuca	50	16 1/2	2	0:26		01:11:28	Reverse
Tongala	50	14 1/4	2	0:23		01:11:51	
Kyabram	50	6 3/4	2	0:12		01:12:03	
Merrigum	50	6 1/4	2	0:11		01:12:14	
Tatura	50	7 3/4	2	0:13		01:12:28	
Toolamba	50	6 3/4	22	0:32		01:13:00	Toilet Clean, Water & Fuel
Arcadia	50	5 1/4	2	0:09		01:13:10	
Murchison East	50	6 1/2	2	0:11		01:13:22	
Nagambie	50	13 1/4	2	0:21		01:13:44	
Mangalore	50	10 1/4	2	0:17	243	01:14:01	Reverse
Avenel	60	4	2	0:06		01:14:08	
Locksley	60	7 1/4	2	0:10		01:14:19	
Longwood	60	5 1/2	2	0:08		01:14:27	
Creighton	60	4 1/4	2	0:07		01:14:34	
Euroa	60	4 3/4	2	0:07		01:14:42	
Balmattum	60	5	2	0:08		01:14:50	
Violet Town	60	6 1/2	2	0:09		01:15:00	
Baddaginnie	60	8 1/2	2	0:12		01:15:12	
Benalla	60	7 1/2	2	0:11		01:15:23	
Glenrowan	60	14 3/4	2	0:19		01:15:43	
Wangaratta	60	9 1/2	2	0:13		01:15:56	
Bowser	60	3 1/2	2	0:06		01:16:02	
Springhurst	60	11	2	0:15		01:16:17	
Chiltern	60	8 1/2	2	0:12		01:16:30	
Barnawartha	60	5 1/2	2	0:08		01:16:38	
Wodonga	60	13	2	0:17		01:16:56	
Albury	60	3 1/2	1	0:05	180	01:17:01	
Total					2466	41 hours 6 Min	
Serv - G					814	13 hours 34 min	
G - FS					801	13 hours 21 min	
FS - Alb					851	14 hours 11 min	

Organising Special Trains

PETER BARRY, *writes, explaining the difficulties imposed on Traffic Managers by the likes of Nigel Gunzel.*

Letter

Serviceton to Albury Draft Schedule: Thanks for the challenge – I like the St Kilda – Elsternwick – Oakleigh - Clifton Hill routing. In similar vein, I have included Dunkeld – Penshurst and Lancefield – Kilmore. One could argue about Sunshine if we came from the Ballarat Line to the Brooklyn Line via the Back Platform road, thus leaving the Down or Up lines available for a separate route. However, I have chosen not to use this. I have also not included the third side of any triangular junction, thus avoiding repeated travel of track at such points.

I was responsible for preparing many draft schedules for the ARE (Association of Railway Enthusiasts), for submission to the VR and NSWGR. Perhaps the most complex was for the trip to Gwabegar, via Cootamundra, Parkes, Narromine, Orange South Junction, Molong, Dubbo North Junction, Gwabegar, Binnaway, Werris Creek and Sydney area. I used Fast Stock train times, plus 2 minutes per station for Staff Exchange purpose. The final product was very close to my draft. Note the only crossing of a node between Cootamundra and Binnaway at Dubbo South Junction!

How far to bend the rules? The problem of Junctions which never had a relevant crossover affects Albion and Royal Park. By coming Up from Albion to the Down End crossover at Sunshine, and reversing there, we don't touch the node point at the junction at the Down end of the station, which we use as we come Up from Ballarat, and cross to the Independent goods Lines at the up end of Sunshine on our way to Tottenham loop Junction. Naturally, we return to Albion via the Down Line. There is a similar problem at Royal Park. There is no crossover here. We must go on to Macaulay and reverse there, and return on the Down Line, and thence to Somerton. If we were travelling in the reverse direction, there is a signal for the movement from the Up Platform at Royal Park to the Down Inner Circle Line

Where crossovers are not signalled for the movement, the use of a Block and Signal Inspector, together with the temporary securing of the point blade with a points clip during the movement, is recommended. This method has been used at Somerton during 1964 Royal Tour, and on at least one ARHS (Australian Railway Historical Society) Special. The reversal at North Bendigo Junction would be covered in this manner, if there is no signal provided - I have no record of the Layout at this location.

It is so easy to overlook a relevant point. Weston Langford's series of Station Layout Diagrams (published by the ARE) has been an important aid to correctness. Distance on St Kilda - Windsor is an estimate, while books on the Rosstown and Outer Circle railways have been used for distances on these sections of the Tour.

Resetting of Tail Discs on reversal: in 1958, on the Scotch College Railways Club tour to Skipton, Ballarat Cattle Sidings and Eureka, the Driver forgot to do this on his return from Eureka. Hence a "Train passed without Tail Disc displayed" Signal was sent from Ballarat "A" Box to Ballarat East Box., whose Signalman used a Red Flag to Stop the Train for examination.

A Tour of this type can seldom be prepared without some dialogue between my staff and Mr Gunzel so that we can reach agreement on a final Schedule. Approval by other Branch Heads of variations in the draft schedule is an essential part of this process. The rescheduling of trains delayed in crossing the special is also important. No photo stops have been requested. These can be a way of avoiding lengthy delays at crossing stations as the special waits for an opposing train

Similar exercises could be devised for the other mainland States. Queensland offers little, if any flexibility, South Australia's is confined to lines north of Salisbury. New South Wales and W.A. provide more interest.

Yours faithfully,

Peter Barry.

People and timetables

It's amazing what a **FLICKR** *image search on* ***"timetables"*** *throws up.*

QUEENSLAND RAILWAYS

TIME TABLE

FROM 23rd JUNE, 1968

LONG DISTANCE AND
COUNTRY LINES TRAINS
FARES AND GENERAL
INFORMATION
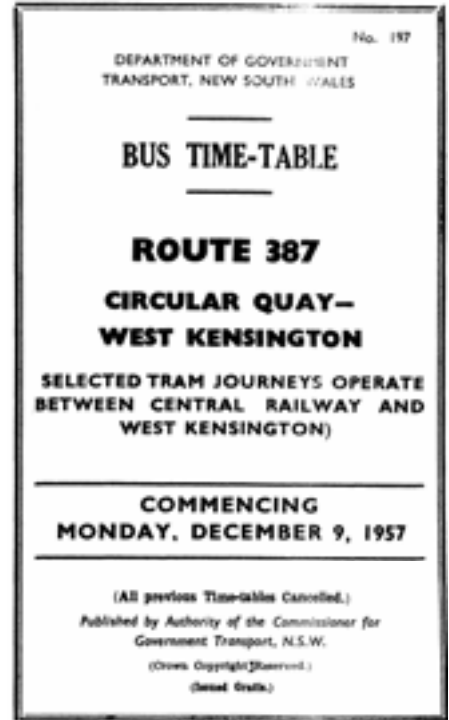
10c

By tram and bus to West Kensington

He's back! **JIM O'NEIL** *takes up the continuing saga of Sydney's suburban bus routes.*

After World War II, many tram routes were first cut back at their outer extremities, with buses being used on those sections, and continued to be served by tram for some years as far as a terminal closer in to the city. An example was the Abbotsford line, which we looked at in the July 2005 The Times, where buses ran to Abbotsford and Five Dock, while a peak hour tram service was maintained to Haberfield. We would not expect to find a contrary example, where the outer section of the tram route remained open, while that part closer to the city was replaced by buses. Nonetheless, the first timetable we are examining this month is a case of exactly that.

The West Kensington tram route was an extension of the Crown Street line into the industrial area of South Dowling Street, where the Eastern Distributor now runs in open cut, past the Dowling Street tram depot, now the site of the Supacentre, and turning south east to the British Australian Tobacco factory in the western part of the suburb of Kensington. Residential housing had also developed in this area in the early part of the twentieth century. The Crown Street tramline was one of those lines into the city which were closed relatively early, presumably to save the costs of replacing badly worn tram tracks. Our first timetable (see pages 12-13) was issued on Monday, December 9 1957, before the large scale closures had spread to the eastern suburbs. The City to Crown Street tram line has already been replaced by buses, but the peak hour service to the Railway, which did not use Crown Street but turned west to follow the Cleveland Street line used by trams from Anzac Parade, was still operated by trams. The need for trams to have access to the Dowling Street depot, which was to be the final operating depot in Sydney, meant that these lines had to be kept open, while those in Crown Street itself did not. The tram depot is not shown on the map, but it was on the eastern side of Dowling Street, just north of where Todman Avenue turns off.

The replacement bus service was numbered 387 and it continued to operate largely along the old tram route. There would have been difficulties if the bus

MONDAYS TO FRIDAYS

TO WEST KENSINGTON.

FROM CIRCULAR QUAY (ROUTE 387)—5.15, 5.48, 6.10, 6.31, 6.41, 6.49, 6.57, 7.4, 7.12, 7.19, 7.25, 7.38, 7.53 a.m., then at 8, 23, 38 and 53 minutes past each hour to 3.53, 4.3, 4.13, 4.24, 4.31, 4.38, 4.46, 4.54, 5.0, 5.4, 5.8, 5.12, 5.21, 5.28, 5.35, 5.42, 5.52, 6.5, 6.21, 6.41, 7.1, 7.21, 7.41, 8.1, 8.31, 9.1, 9.31, 10.1, 10.31, 10.54, 11.1, 11.31 p.m., 12.1, 12.31 a.m.

FROM CROWN AND CAMPBELL STREETS (ROUTE 387)—5.26, 5.59, 6.21, 6.42, 6.52, 7.0, 7.8, 7.15, 7.23, 7.30, 7.36, 7.49 a.m., then at 4, 19, 34 and 49 minutes past each hour to 4.4, 4.14, 4.24, 4.35, 4.42, 4.49, 4.57, 5.5, 5.11, 5.15, 5.19, 5.23, 5.32, 5.39, 5.46, 5.53, 6.3, 6.16, 6.32, 6.53, 7.12, 7.32, 7.52, 8.12, 8.42, 9.12, 9.42, 10.12, 10.42, 11.5, 11.12, 11.42 p.m., 12.12, 12.42 a.m.

FROM RAILWAY SQUARE (TRAMS)—5.52, G6.58, 7.7, 7.15, 7.25, 7.35, 7.56, 8.6, 8.16, 8.27, 8.38, 8.55 a.m., 3.32, 4.11, G4.20, 4.52, A4.54, 5.23, D5.33 p.m.

FROM WEST KENSINGTON.

TO CIRCULAR QUAY (ROUTE 387)—4.45, 5.21, 5.43, 6.6, B6.16, 6.22, B6.34, 6.42, 6.56, 7.11, 7.26, 7.41, 7.56, 8.8, 8.18, 8.26, 8.40, 8.55 a.m., then at 10, 25, 40 and 55 minutes past each hour to 3.55, 4.0, 4.4, 4.8, M4.12, 4.14, 4.16, 4.26, 4.32, 4.37, 4.40, 4.42, 4.45, 4.50, 4.57, 5.5, 5.13, 5.23, 5.35, 5.54, 6.14, 6.34, 6.54, 7.14, 7.34 p.m., then at 4 and 34 minutes past each hour to 11.34, 11.57 p.m.

TO RAILWAY SQUARE (TRAMS)—E4.26, E4.51, F5.26, E5.31, F5.40, F5.52, F5.59, 6.11, E6.22, F6.37, E6.39, F6.42, F6.49, E6.53, 7.15, 7.39, 7.59, 8.20, 8.38 a.m., 3.15, 3.42, 3.54, 4.16, 4.31, 4.36, 4.39, 4.44, 5.4, 5.16 p.m., E12.55 a.m.

SATURDAYS

TO WEST KENSINGTON.

FROM CIRCULAR QUAY (ROUTE 387)—5.13, 5.42, 6.12, 6.42, 7.12, 7.42, 8.12, 8.32, 8.47, 9.2 a.m., then every 10 minutes to 11.32, 11.40, 11.47, 11.55 a.m., 12.2, 12.10, 12.17, 12.29, 12.43, 12.59, 1.19, 1.39, 2.2, 2.32, 3.2, 3.32, 4.2, 4.27, 4.44, 5.1, 5.21, 5.41, 6.1, 6.21, 6.41, 7.1, 7.21, 7.41, 8.2, 8.32, 9.2, 9.32, 10.2, 10.32, 10.54, 11.2, 11.31 p.m., 12.1, 12.31 a.m.

For Explanation of Signs, see page 6.

SATURDAYS—continued.

TO WEST KENSINGTON—continued.

FROM CROWN AND CAMPBELL STREETS (ROUTE 387)—5.24, 5.53, 6.23, 6.53, 7.23, 7.53, 8.23, 8.43, 8.58, 9.13 a.m., then every 10 minutes to 11.43, 11.51 11.58 a.m., 12.6, 12.13, 12.21, 12.28, 12.40, 12.54, 1.10, 1.30, 1.50, 2.13, 2.43, 3.13, 3.43, 4.13, 4.38, 4.55, 5.12, 5.32, 5.52, 6.12, 6.32, 6.52, 7.12, 7.32, 7.52, 8.13, 8.43, 9.13, 9.43, 10.13, 10.43, 11.5, 11.13, 11.42 p.m., 12.12, 12.42 a.m.

FROM RAILWAY SQUARE (TRAMS)—5.50, 7.9 a.m.

FROM WEST KENSINGTON.

TO CIRCULAR QUAY (ROUTE 387)—4.45, 5.14, 5.44, 6.14, 6.44, 7.14, 7.44, 8.4, 8.19, 8.34 a.m., then every 10 minutes to 11.44, 11.52 a.m., 12.2, 12.14, 12.31, 12.51, 1.11, 1.34, 2.4, 2.34, 3.4, 3.34, 4.0, B4.19, 4.34, 4.54, 5.14, 5.34, 5.54, 6.14, 6.34, 6.54, 7.14, 7.34 p.m., then at 4 and 34 minutes past each hour to 11.34, 11.57 p.m.

FROM DOWLING STREET DEPOT.

TO EDDY AVENUE, CENTRAL RAILWAY (TRAMS)—4.31, A5.28, A5.37, E5.41, E6.30, E6.41, A6.56, E7.0, E8.8, 11.35 a.m. (Saturday morning), E12.47 a.m. (Saturday night).

SUNDAYS

TO WEST KENSINGTON.

FROM CIRCULAR QUAY (ROUTE 387)—8.12, 8.42 a.m., then at 12 and 42 minutes past each hour to 12.42, 1.5, 1.12, 1.35, 1.42, 1.57 p.m., then at 12, 27, 42 and 57 minutes past each hour to 6.12, 6.42 p.m., then at 12 and 42 minutes past each hour to 11.12 p.m.

FROM CROWN AND CAMPBELL STREETS (ROUTE 387)—8.23, 8.53 a.m., then at 23 and 53 minutes past each hour to 12.53, 1.16, 1.23, 1.46, 1.53 p.m., then at 8, 23, 38 and 53 minutes past each hour to 6.23, 6.53 p.m., then at 23 and 53 minutes past each hour to 11.23 p.m.

FROM RAILWAY SQUARE—NO SERVICE.

For Explanation of Signs, see page .

MAP OF ROUTE

TRAM ROUTE
BUS ROUTE
TRAM & BUS ROUTE

service had terminated at Circular Quay in Loftus Street, where the two tramlines down the middle of the road did not leave room for buses to terminate. Therefore the buses turned east at Hunter Street and then into Macquarie Street. Many of the old bus routes from the Eastern Suburbs actually terminated in Macquarie Street, but either there was no more room for another bus stand, or the authorities wanted to bring the buses down to Circular Quay. We may note that the 4.12 p.m. bus from West Kensington is marked M, indicating it terminated at Macquarie St, but no route 387 bus started from there. So the route 387 continued down Macquarie Street, turned in front of the old Fort Macquarie tram depot (not to be closed until 1958) into Circular Quay East and terminated at a loop opposite Number 2 Ferry Wharf, just north of the overhead railway and the new Cahill Expressway.

The 387 bus route provided a frequent service. It ran quarter-hourly in the off-peak, and at less than ten minute intervals in the peak period. For a bus route only four sections long, that is to say, approximately four miles in length, this was good service. The catchment area was highly developed, with intensive habitation and few people living there would have owned their own cars. In the fifties, Surry Hills was considered a slum. The timetable gives a second timing point for outbound buses, at Crown and Campbell Streets (Campbell St is not shown on the map, but is a block south of Oxford St). Buses from Circular Quay depart Campbell St eleven minutes later and there are two additional buses from this timing point on Mondays to Fridays, at 7 a.m. and 5.11 p.m.

The railway tram service operated only in peak hours, with service at intervals of ten minutes or less. The timetable suggests that there were more trams coming back to the Railway, but when we look closely we see that many of these trams are marked E or F, that is, they are trams starting from the Dowling Street Depot. Indeed, on Saturdays, there are only two trams from Railway Square to West Kensington, both in the morning. All the return trams run from the depot to Eddy Avenue. Apparently few factories were still working on Saturday mornings, and if you were employed at one of them, you either had to catch a bus back to the city or walk to the tram depot.

Saturday bus service was increased to ten minute intervals in the off peak, while

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SUNDAYS—continued.

FROM WEST KENSINGTON.

TO CIRCULAR QUAY—7.45 a.m., then at 15 and 45 minutes past each hour to 1.15, 1.30, 1.45 p.m., then at 0, 15, 30 and 45 minutes past each hour to 5.45 p.m., then at 15 and 45 minutes past each hour to 10.45 p.m.

TO RAILWAY SQUARE—NO SERVICE.

HOLIDAYS.

TO WEST KENSINGTON.

FROM CIRCULAR QUAY (ROUTE 387)—5.12 a.m., then every *30 minutes to 11.42 p.m., 12.12, 12.32 a.m.

FROM CROWN AND CAMPBELL STREETS—5.23 a.m., then every *30 minutes to 11.53 p.m., 12.23, 12.43 a.m.

FROM RAILWAY SQUARE—NO SERVICE.

FROM WEST KENSINGTON.

TO CIRCULAR QUAY (ROUTE 387)—4.45 a.m., then every *30 minutes to 11.45 p.m., 12.7 a.m.

TO RAILWAY SQUARE—NO SERVICE.

* ON FINE SUMMER HOLIDAYS, additional journeys will be operated from Circular Quay at 27 and 57 minutes past each hour between 9.27 a.m. and 7.57 p.m., returning from West Kensington at 0 and 30 minutes past each hour between 9.0 a.m. and 7.30 p.m.

EXPLANATION OF SIGNS.

A—Operates via Regent, Cleveland and Baptist Streets, or vice versa.
B—From Dacey Avenue and Dowling Street.
D—To Dowling Street Depot.
E—From Dowling Street to Central Railway via Chalmers Street.
F—From Dowling Street Depot to Central Railway via Regent Street.
G—To Carminya Street via Regent, Cleveland and Baptist Streets.
M—To Macquarie Street, City.

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ROUTE.

TRAM—From Railway Square Loop via Pitt Street, Eddy Avenue, Elizabeth, Randle, Chalmers, Cleveland, Baptist, Phillip, Crescent, Dowling Streets and Todman Avenue to Baker Street.

BUS—Circular Quay East, Macquarie Street, Martin Place, Elizabeth, Liverpool, Oxford, Crown, Baptist, Phillip, Crescent, Dowling Streets, Todman Avenue. Returning via same route to Elizabeth Street, thence Hunter, Macquarie Streets to Circular Quay East.

TIME OF JOURNEY.

BUS—Circular Quay to Market Street, 5 minutes; to Crown and Campbell Streets, 11 minutes; to Crown and Cleveland Streets, 16 minutes; to West Kensington, 23 minutes.

TRAM—Railway Square to Crown and Cleveland Streets, 10 minutes; to West Kensington, 17 minutes.

FARES.

West Kensington—Railway Square (Tram).

Between the undermentioned points and—	Crown Street.		West Kensington Terminus.	
	Ad.	C.	Ad.	C.
Railway Square	6d.	3d.	9d.	3d.
Crown Street	—	—	6d.	3d.

West Kensington—Circular Quay (Bus).

Between the undermentioned points and—	Market Street, City.		Oxford and Crown Streets.		Cleveland Street.		West Kensington Terminus.	
	Ad.	C.	Ad.	C.	Ad.	C.	Ad.	C.
Circular Quay	6d.	3d.	9d.	3d.	1/-	6d.	1/3	6d.
Market Street, City	—	—	6d.	3d.	9d.	3d.	1/-	6d.
Oxford and Crown Streets	—	—	—	—	6d.	3d.	9d.	3d.
Cleveland Street	—	—	—	—	—	—	6d.	3d.

A.—Indicates fare for adults.
C.—Indicates fare for children under 15 years of age and fares for holders of Students' and Retired Persons' Concession Fare Certificates.

ROUTES 302—303—continued.

Inward Journey—MONDAYS TO FRIDAYS.

Sans Souci Trolley Bus Terminal.	Dolls Point.	Ramsgate.	President Avenue.	King St. and Botany Rd.	Florence Ave. (302).	Maloney and George Sts.	Doncaster Avenue.	Taylor Square.	Central Railway.
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.

ROUTES 302—303—continued.

inward journey—MONDAYS TO FRIDAYS—contd.

Sans Souci Trolley Bus Terminal.	Dub Tunnel.	Ramsgate.	President Avenue.	King St. and Botany Rd.	Florence Ave. (302).	Maloney and George Sts.	Doncaster Avenue.	Taylor Square.	Central Railway.
dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	arr. p.m.

† 27222—B
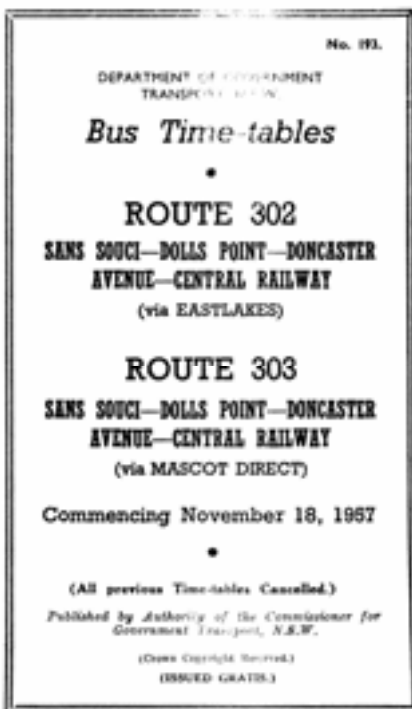
Sundays and Public Holidays had a half-hourly frequency. There are no tram services listed on the latter days. The 387 had an intensive service but, as a rather short route, its future was doubtful. It was soon to be combined with another longer route running in the same general area. This was the 302/303, which provided service to Mascot and Eastlakes, and then past the airport to Sans Souci. This route had always been operated by buses and had been an early government bus route.

The first timetable for the 302/303 (pages 14-15) is dated November 18, 1957, issued a few weeks earlier than our 387 timetable. If we look at the map, we can see that the buses followed a round about route to get to the city. From Sans Souci they ran in a north-easterly direction to service Mascot, and from Mascot (and Eastlakes) they went further east to join Anzac Parade at Day Street, north of the Kingsford tram terminal. From this point the buses could no longer pick up, since they were competitive with the trams, and they ran, not to the flourishing part of the city, at its northern end, but to Eddy Avenue, at the decaying southern end. Unlike the trams to the Railway, which went from Anzac Parade via Cleveland Street, the buses operated via Taylor Square. Since a few buses actually terminated at that point, presumably some passengers did want to go there.

For all the awkwardness of the routes 302 and 303, there was an intensive service. During peak hours the buses ran at intervals of ten minutes or less, although I am at a loss to explain why the 6.23, 6.26 and W6.42 buses from Sans Souci all terminate at Botany Road, leaving a fourteen minute gap in service beyond that point. There is an even longer gap of nearly half an hour between the 7.25 and the 7.53 departures from Ramsgate. Off-peak service ran at intervals of 20 minutes.

Our third timetable (pages 15-16) is dated July 19, 1959, less than two full years after the first two we have looked at. The 302/203 and the 387 have now been combined. But there are two typefaces on the front cover. The 302 and 303 are still in the same bold typeface as in older 302/3, while the 387 has the much more bold typeface used in the old 387 timetable. Did they

salvage the type from the earlier timetables? The Mascot buses now leave the Anzac Parade tramway (it was still to be a tramway until early 1961) at Todman Avenue and divert along the old route via Crown Street. However, entrance to the city is no longer along Elizabeth Street, still used by trams in 1959, but by Castlereagh St inbound and Pitt Street outbound. This had been used only by buses from about 1957. Five buses from Sans Souci or intermediate points continue to run to Eddy Avenue, still via Oxford Street, all in the morning peak. There is no sign of the old West Kensington- Railway service at all in the timetable. In peak hours there are between one and three 302/303 buses in the interval between each bus on the 387, while in the off-peak they run alternatively.

The off-peak service has been reduced to hourly from Sans Souci, but remains at 20 minutes from Botany Road. All buses run via Eastlakes in the off-peak (as, indeed they had done in 1957: the direct route via Mascot was peak-hours only at this period) From West Kensington additional 387 buses ran in the off-peak at twenty minute intervals, running twelve minutes after the preceding bus left Mascot and eight minutes before the next one. Fewer buses were required to provide the service from West

Kensington but the service interval was increased from quarter hourly to about every ten minutes, still a good service for an inner suburb.

No. 155

DEPARTMENT OF GOVERNMENT
TRANSPORT, N.S.W.

Bus Time-tables

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ROUTE 302

SANS SOUCI – CIRCULAR QUAY
(via EAST LAKES)

ROUTE 303

SANS SOUCI – CIRCULAR QUAY
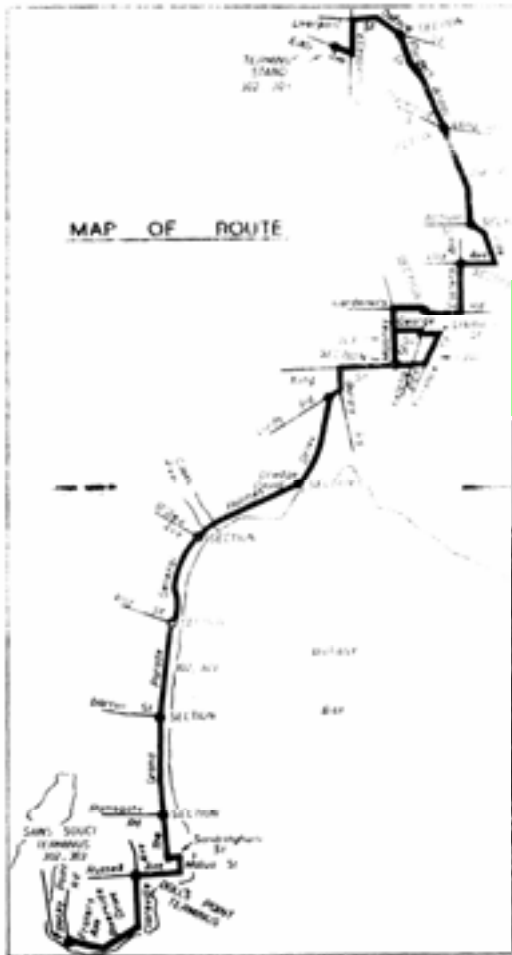(via MASCOT DIRECT)

ROUTE 387

CIRCULAR QUAY
WEST KENSINGTON

Commencing July 19, 1959

(All previous Time-tables Cancelled.)

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MAP OF ROUTE

The last tram of all. R1 class car 2087 stands at West Kensington on 12-Sep-1959. Photo from Keenan's *The Southeastern lines.*

Route No.	Sans Souci	Dolls Point	Bay Street, Brighton	Lords and Botany Roads	Florence Avenue (302)	Mahoney and George Streets	West Kensington	Crown and Campbell Streets	Central Railway	Circular Quay
					INWARD JOURNEY – MONDAYS TO FRIDAYS					
	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	arr. A.M.	arr. A.M.

For Explanation of Signs, see Page 13

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Route No.	Sans Souci	Dolls Point	Bay Street, Brighton	Lords and Botany Roads	Florence Avenue (302)	Mahoney and George Streets	West Kensington	Crown and Campbell Streets	Central Railway	Circular Quay
					INWARD JOURNEY – MONDAYS TO FRIDAYS					
	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	arr. A.M.	arr. A.M.

For Explanation of Signs, see Page 13