



The One Day of the Year By tram to the Dawn Service in 1952



DAWN COMMEMORATION SERVICE AT CENOTAPH, MARTIN PLACE—
continued.

Run No.	From—	Dep.	Cars.	Pitt Street.		For—
				Arr.	Dep.	
804	Canterbury	a.m. 4 18	Single	a.m. ‡5 2	a.m. ‡5 10	Dulwich Hill.
412	Bay Street	4 32	Single	5 9	5 11	Newtown Bridge.
			Single .....	...	5 33	Alexandria.
402	Earlwood	3 28	Single	4 11	5 17	Cooks River.
603	Matrville	3 30	Single	4 14	5 22	Bunnerong Loop.
812	Cooks River	3 36	Single	4 14	5 23	Canterbury.
406	Canterbury	3 31	Single	4 15	5 24	Earlwood.

* Queen Victoria Building Crossover arrive or depart.

† Trams to return to Depot.

‡ Arrive or depart Spring and Pitt Streets.

**Inside: From the Cape to Cairo
Warranambool buses
Dawn Service trams**

RRP \$2.95
Incl. GST

The Times

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On the front cover

Ninety two years ago, at 4:30 am on 15-April, the Anzacs splashed ashore at Gallipoli in a hail of bullets and shells. For most of those ninety years, Australia has celebrated the day and the hour with a commemorative "Dawn Service" at 4:30 a.m. On our cover, we see attendees of an inter-war years Dawn Service in Sydney's Martin Place. They arrived at Martin Place mostly by tram. A Special Tram Notice for the 1952 Dawn Service appears below the photo and is discussed more fully on the pages within.

This month, we begin a trip by train from the Cape to Cairo. Like the train trip itself, our armchair trip is liable to be intermittent and ramshackle. We have chosen to illustrate our trip through the pages of the timetables of the railways involved— principally, if possible, the railway Working Time Tables. This is where we are likely to come unstuck. Timetables of any sort are even harder to find for some countries which we plan to traverse than are the trains themselves. At the moment, we are seeking WTTs for Rhodesia/Zimbabwe, TAZARA in Tanzania, Sudan and Egypt. Timetables of any period are acceptable, but timetables of the hey-day of these railways are best— meaning in the middle third of the 20th century, usually. TAZARA would be the exception, being only thirty years old (when it was known as TanZam). In the absence of a Working Time Table, a Public Time Table will do. Can you help? Please contact the Editor if you can.

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Cape to Cairo by WTT

GEOFF LAMBERT begins a series on how to catch a ride on trains from Cape Town to Cairo, with one's timetables in hand

The Cape to Cairo Railway was the brainchild of Cecil Rhodes, the man who gave his name to Rhodesia and the Rhodes Scholarship. British imperialist, business magnate, financier, statesman, railway owner and empire builder of British South Africa, Rhodes bestrode the African continent at the turn of the 2nd last century. Although he was energetic and influential, he does not seem to have been a very nice man, nor well-liked- Mark Twain said of him, "I admire him, I frankly confess it; and when his time comes I shall buy a piece of the rope for a keepsake".

His extraordinary imperialist ideas were revealed early, when he made his first will, disposing of his as yet unearned fortune to found a secret society that would extend British rule over the whole world and colonize most parts of it with British settlers, leading to the "ultimate recovery of the United States of America". Rhodes later said "We must find new lands from which we can easily obtain raw materials and at the same time exploit the cheap slave labor that is available from the natives of the colonies". He is credited with triggering the Boer war by sponsoring a failed *coup d'état* backed by an armed incursion, the Jameson Raid. It is in the light of these ideas that the Cape to Cairo railway should be viewed- Rhodes studiously avoided routing it through non-British territories such as the Boer republics of the Orange Free State and Transvaal, for instance.

Rhodes' dream of a Cape to Cairo railway was never quite realised and probably never will be. Nevertheless, it is possible now to travel the route almost entirely by rail, with a mere 10% having to be covered by other means. The trip takes us through South Africa, Botswana, Zimbabwe, Zambia, Tanzania, Kenya, Uganda, Sudan and Egypt- a 10,500 km journey- 9,000 km of it on rail. Currently, a considerable proportion of the rail journey can be traversed on tour trains run by Rovos Rail, but we will catch local trains contemporaneous with the railways' Working Timetables which we have available. The travel writer Paul Theroux has written entertainingly of the reverse journey in his book. *Dark Star Safari*.

The following analysis of the Cape to Cairo Railway is taken from *Wikipedia*, the free on-line encyclopedia

Reasons for its construction

British colonialism in Africa is closely linked to the concept of the Cape to Cairo Railway. Cecil Rhodes was instrumental in



securing the southern states of the continent for the British Empire and envisioned a continuous "red" link of British dominions from North to South. A railway would be a critical element in this scheme to unify the possessions, facilitate governance, enable the military to move quickly to hot spots or conduct war, help settlement, and foster trade.

Why has it not been completed

British interests had to overcome not only the formidable obstacles posed by country and climate, but also interfering ambitions by other powers. The French attempted an

West-East connection of their possessions from the Western Sahara or French North Africa to Djibouti. Their attempts were foiled by the Fashoda incident. The Portuguese tried unsuccessfully to link Angola and Mozambique. Opposition to British rule in South Africa was settled after two Boer Wars. Germany had secured a critical piece of real estate in East Africa that precluded completion of the North-South link. However, with the defeat of Germany in 1918 most of this territory fell into British hands and politically the link was closed. However, while after 1918 the British Empire possessed the political power to

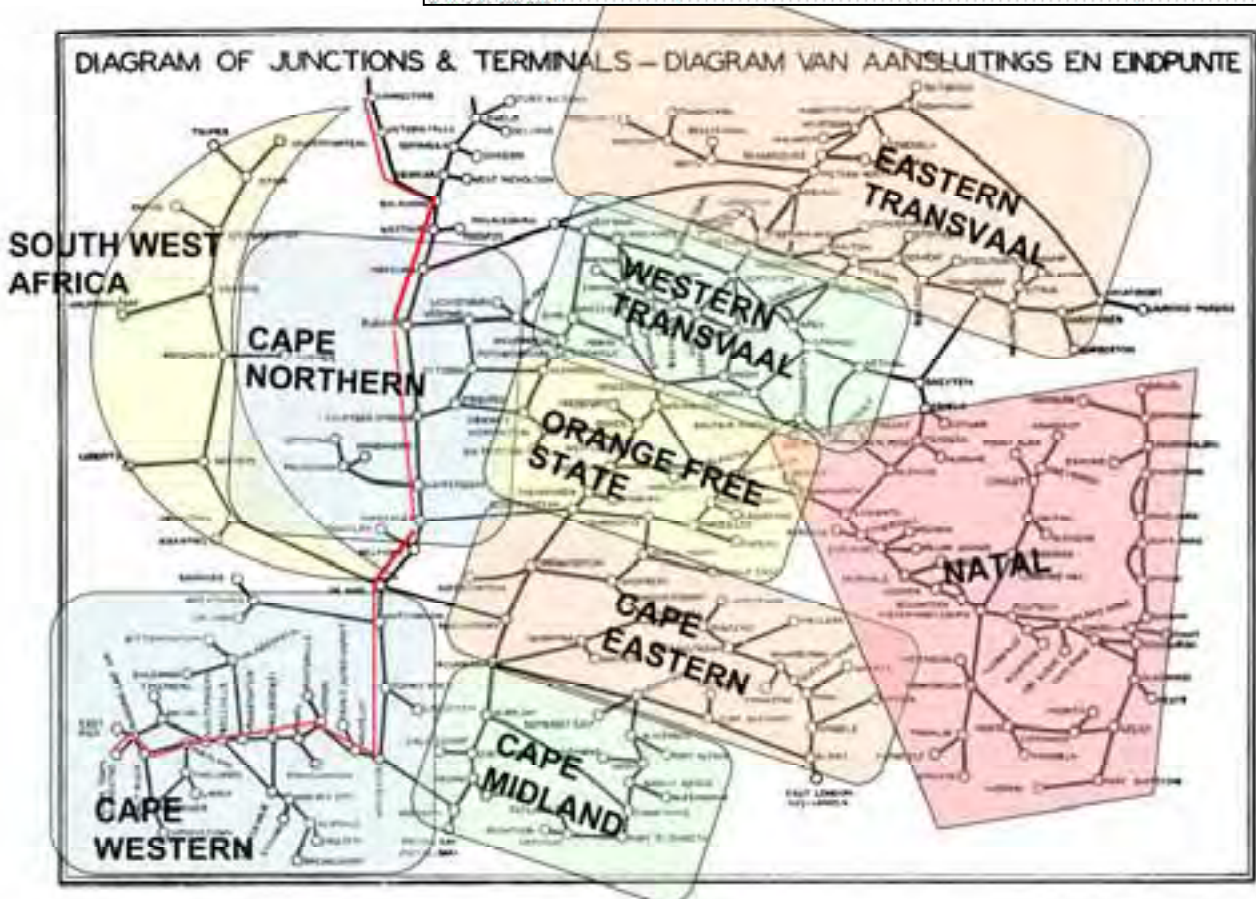
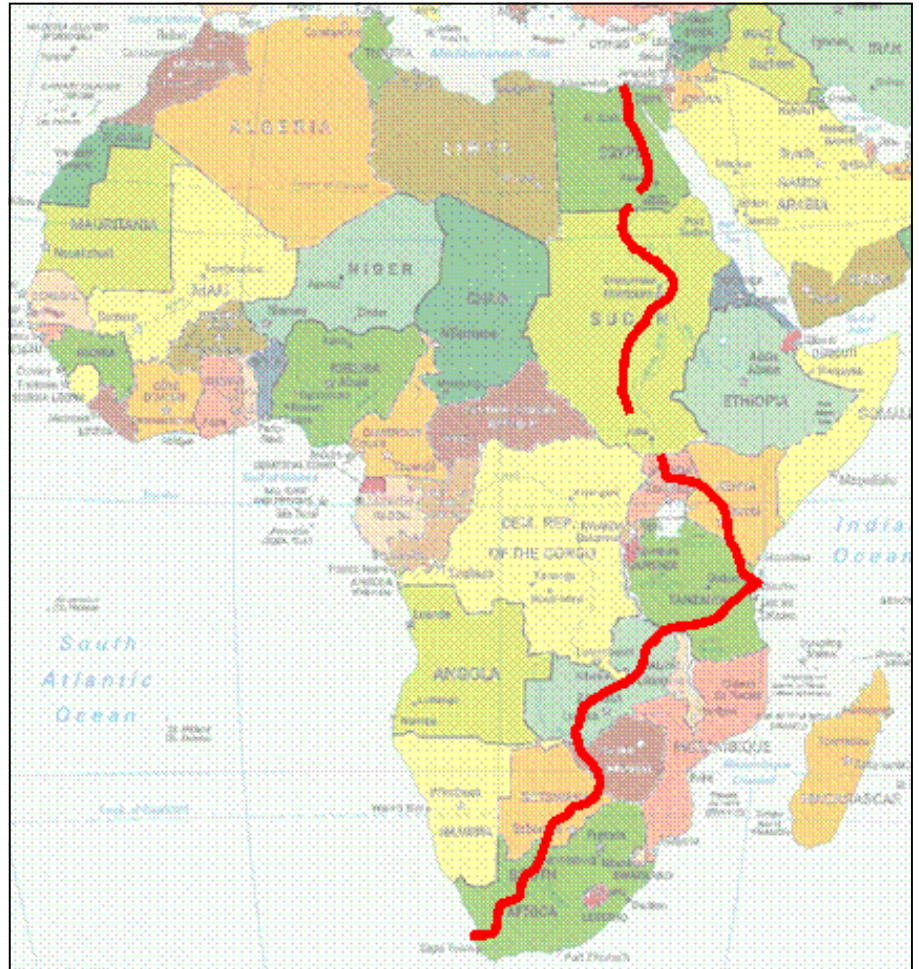
complete the Cape-Cairo Railway, economic issues precluded its completion between the Wars. After World War II, the national struggles of the African peoples, and the demise of colonialism removed the foundations for its completion.

The Northern section

Egypt has a rail system that as early as 1856 connected Alexandria and Cairo, and that currently goes as far south as Aswan. In Egypt the gauge is 1435m. After a ferry link up the Nile, the railway continues in Sudan from Wadi Haifa to Khartoum at the 1067 mm gauge. This part of the system was started by Lord Kitchener in 1897 when he subjugated the Mahdist uprising. Further rail links go south, the most southern point being Wau. However, a large part of the Sudanese rail operations is in disrepair due to political turmoil.

The Uganda railway

East Africa has a network of narrow gauge (1000 mm) railways that historically grew from ports on the Indian Ocean and went westward, built in parallel under British and German colonial rule. The furthest string north was the Uganda Railway. Eventually these networks were linked, so that today there is a continuous rail connection between northern Uganda to the coastal cities of Mombassa in Kenya and Dar-es-Salaam in Tanzania. Up to the break-up of the East African Community



Country	Start	Finish	km	Railway
South Africa	Cape Town	Mafeking	1200	South African Railways
Botswana	Mafeking	Bulawayo	740	Botswana Railways
Zimbabwe	Bulawayo	Victoria Falls	360	Zimbabwe Railways
Zambia	Victoria Falls	Mbeya	1200	Zambia Railways
Tanzania	Mbeya	Daar es Salaam	800	TAZARA Rail
Tanzania	Daar es Salaam	Taveta	400	Tanzania Railways Corporation
Kenya	Taveta	Tororo	820	East African Railways and Harbours
Uganda	Tororo	Pakwach	480	East African Railways and Harbours
Sudan	Pakwach	Wau	1280	River steamer and/or road
Sudan	Wau	Wadi-Haifa	2220	Sudan Railways
Egypt	Wadi-Haifa	Aswan	240	River steamer
Cairo	Aswan	Cairo	780	Egyptian Railways
			10520	TOTAL
			9000	Rail

in 1977 these companies operated as East African Railways, but operate today as different national companies.

TAZARA link

From Dar-es-Salaam, a separate 1,860 km link to Kapiri Mposhi in Zambia was completed after six years by workers of the People's Republic of China in 1976. This Tanzania-Zambia-Railroad (TAZARA) was built to connect landlocked Zambia and its mineral wealth to the port at the Indian Ocean, independent from connections through South Africa or Portuguese controlled territory. While not intended in the grand picture of the Cape to Cairo railway, the TAZARA fills a critical link. This connection is at the same 1067 mm gauge as the system in the southern Africa.

The Southern section

The Southern section was completed during British rule before the WWI and has an interconnecting system of national railways using the "Cape-gauge" of 1067 mm. Construction started from Cape Town and went parallel to the Great North Road to Kimberley, further through a part of Botswana to Bulawayo. From this junction the link proceeds further north, today operated by the National Railways of Zimbabwe, to the Zambezi crossing. The Victoria Falls Bridge was completed in 1905. The connection is picked up here by Zambia Railways and continues to Kapiri Mposhi, the transition point to the TAZARA link.

Future

The concept of the Cape to Cairo Railway is not dead. While the current turmoil in Sudan is an obstacle to its completion, tangible concepts have been forwarded to complete the link between Sudan and East Africa for economic reasons. Such a link would facilitate trade between the Mediterranean countries and Europe and the Sub-Saharan part of Africa and be of economic benefit.

Our journey.

Like Rhodes, we will commence from the Cape and head for Cairo. We will try to keep to Rhodes' preferred route, but several alternatives have been built since his day— so we will use them. Some links have already been shut down— but we will use

them too. We shall have as our guide the timetables, particularly the Working Time Tables, of the year in which we choose to travel through each country. We shall start off in total luxury from Cape Town but, as we travel northward, shall gradually descend into decrepitude and decay.

Part 1 South Africa

The following is a summary of how railways in South Africa developed, adapted from Transnet's web-site.

The first railway line in Southern Africa was laid along the Bluff in Durban, capital of Natal, and was not hauled by a steam locomotive but by oxen. The Natal Railway Company was formed in 1859, and its line from Point into Durban, barely two miles long, was opened on 26 June 1860.

After administrative delays and interference by other competitors, the contract to build the first railway line in the Cape of Good Hope was awarded to the Cape Town Railway and Dock Company in 1858. The first line proposed was from Cape Town to Wellington, an important line of 45 miles that would serve the wine-growing districts of the Western Cape. The first sod on the construction of the line was turned on 31 March 1859, and the first trains started running on the Cape Town to Eersterivier section in February 1862.

The Wynberg Railway Company was formed in 1861 and their endeavour was to build a line from Cape Town to Wynberg, which was opened in December 1864.

Rand Tram. Because of strong anti-railway sentiments in the Zuid-Afrikaansche Republiek (ZAR, aka Transvaal), railways did not materialise there until much later. The first concession to build a railway was given to Mr. George Moodie in 1872. A short route of 16 miles between Johannesburg and the Boksburg coal mines was completed in 1890. It was named Rand Tram, although it was actually a railway in every aspect. This was officially the first working railway line in the Transvaal.

By September 1892, the lines of the Cape Government Railways from Port Elizabeth and East London on the east coast of the Cape Colony reached Bloemfontein in the Orange Free State, and both the Bloemfontein and Cape Town lines reached the

Transvaal, thus opening three ports to the Rand gold fields.

By 16 December 1898 the Natal Government Railways also linked into the railway system. Rhodes, by then the Prime Minister of the Cape of Good Hope, was anxious to control the whole of Southern Africa, and by then the Cape Government Railways was already extending its reach from Kimberley via Mafeking (now Mafikeng) to Northern Rhodesia (Zambia). This line through the southern part of Bechuanaland (Botswana) and Southern Rhodesia (Zimbabwe) was eventually sold to the Southern Rhodesian government in 1947.

After defeating the Afrikaner Republics in the second Anglo-Boer war and renaming the Orange Free State and the Zuid-Afrikaansche Republiek to, respectively, the Orange River Colony and the Transvaal, the Imperial Military Railways was established in 1900. The Imperial Military Railways proceeded to assume control of all lines in the Transvaal and Orange River Colony, thereby also absorbing the NZASM, and it eventually became the Central South African Railways (CSAR).

The Union of South Africa was established on 31 May 1910, consisting of the four former colonies, the Cape of Good Hope, Natal, Orange River and Transvaal. As a self-governing state of the British Empire, the Union remained under the formal rule of the British crown, represented in South Africa by a Governor-General. All railways in South Africa finally became a unified state-owned railway system in 1916 when the Central South African Railways, the Cape Government Railways and the Natal Government Railways were all merged by an Act of Parliament. Thus was born the South African Railways and Harbours (SAR&H).

In 1961 the Union of South Africa became the Republic of South Africa. By 1981 government decided that the SAR&H should restructure itself along business lines in order to evolve from a state-owned corporation towards privatisation. Integral to the process was a change in the name of the organisation, which would reflect its new mission as a state business enterprise. In April 1981, the railway, harbour, road transport, aviation and pipeline operations became known as South African Transport Services (SATS). At the same time, the enterprise was restructured into units and divisions with strong emphasis on localised management. During the following decade, SATS consolidated. A key goal was a reduction in staff.

The "Legal Succession to the South African Transport Services Act, 1989" transformed SATS from a government department into a public company. On April 1 1990, SATS received company status. A new company representing a transportation

MONDAYS TO FRIDAYS. Cape Town—Kraalfontein—Kullsvier. MAANDAG TOT VRYDAG.

STATIONS, ETC.	849	3213	1207	2730	1309	851	1	1271	853	1071	1373	855	1276	507	1277	55	1279	2741	1047	859	1381	
SAPE TOWN Monument	11 40	11 43	11 45	11 45	11 55	11 57	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Frans...Goodere																1 0						
Goodere																1 0						
Avoiding Line Jun. D																1 0						
Avoiding Line Jun. D																1 0						
Bay Jun. D																1 0						
Avenue Crossing																1 0						
Signal Cabin																1 0						
Wellmade No. 1, D																1 0						
Wellmade No. 1, D																1 0						
Woodstock	11 43	11 45	11 45	11 45	11 55	11 57	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
SALT RIVER JUN.	11 46	11 48	11 48	11 48	11 58	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Knobberweg	11 48	11 49	11 49	11 49	11 58	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Maitland Jun.	11 49	11 50	11 50	11 50	11 58	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Wellmade No. 1, D																						
Wellmade No. 1, A																						
Wellmade No. 1, A																						
Wellmade No. 2, D																						
Wellmade No. 2, A																						
Wellmade No. 2, A																						
Goodwood	11 51	11 52	11 52	11 52	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Vasco	11 52	11 53	11 53	11 53	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Elize River	11 53	11 54	11 54	11 54	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Parow	11 54	11 55	11 55	11 55	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Tierrivi	11 55	11 56	11 56	11 56	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
BELLEVILLE JUN. W A	11 56	11 57	11 57	11 57	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Redland Sidings—Spige	11 57	11 58	11 58	11 58	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Brackenfel	11 58	11 59	11 59	11 59	11 59	11 59	12 0	12 6	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
Kraalfontein Jun.	11 59	12 0	12 0	12 0	12 0	12 0	12 6	12 10	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10
KULLSVIER	12 0	12 0	12 0	12 0	12 0	12 0	12 6	12 10	12 10	12 10	12 22	12 30	12 42	12 50	12 58	12 55	1 0	1 0	1 0	1 0	1 10	1 10



network was born, and appropriately named TRANSNET. *Transnet Limited* is a public company of which the South African Government is the sole shareholder. It is the holding company behind South Africa's largest transport businesses and consists of eight major divisions - *Spoornet*, the *Ports Authority*, *Port Operations*, *Freight Dynamics*, *Petronet*, *Metrorail*, *Propnet* and *Transtel*, as well as a number of related and support businesses. *Spoornet*, the company's largest transport business, focuses on the transportation of freight, containers and main line passengers by rail. *Metrorail* is Transnet's commuter rail transport business operating suburban trains in the metropolitan centres of South Africa.

All aboard!

The first leg of our trans-Africa journey commences in 1947, when we take the world-famous Blue Train out of Cape Town station. The Blue Train is SAR's Train No. 1 (naturally) and pulls out of Cape town station precisely at midday every Wednesday. In 2007, it leaves half an hour later. The return service, No. 2, arrives back in Cape Town on Monday afternoons. In 1947 the Blue Train stops for passengers only at De Aar, Kimberley, Klerksdorp and Johannesburg. On our trip, we will therefore have to get off at Kimberley, in the middle of the night. The Blue Train was, and still is, First Class only.

In our luggage, we have a complete set of *Private Working Time-Books* (PWTBs— or WTTs to you). The term has been used for over a century in South Africa. There are more than a dozen of these— anywhere from 1 to 4 fat volumes for each of the 9 "Systems" which are shown on our map on our page 4. For our journey on the Blue Train we need 2 volumes of the *Cape Western* 4-volume set, plus the *Cape Northern* volume. The latter will actually serve us all the way to Bulawayo in Rhodesia. Immediately post-war (at least), these timetables seem to have been produced twice per year, in June and November— rather similar to the practice in the U.K. Both Working Time-Books and public timetables are numbered, in the American style, the two Cape Western ones we use are No 174 for the Cape Town Touws River service and No. 173 for the Touws River to De Aar service. The other two volumes are numbered 171 and 172. This would suggest the series started in about 1925, about 10 years after the SAfR itself was formed.

These books are printed in lurid purple ink, and positively teem with trains. They are, of course, bilingual in nature with both English and Afrikaans versions of text (except station names) appearing on the page. Usually English is given precedence—even in the Transvaal—but not always.

South African Railways also issued "Supplements" to some or all of its WTB's, detailing locomotive "links" (i.e rosters) and coach-working diagrams. Other WTT volumes, as issued by railways under a British influence elsewhere in Africa, such as General and Local Appendices, do not appear to have been produced.

One cannot think of the old South Africa, without thinking also of Apartheid and how it permeated all levels of life right down to the train timetables, with their "Blanke" and "Nie-Blanke" annotations. But in 1947 Apartheid was not yet an official policy—though the white gentlemen in the train in the picture above were working on it. When it did become official policy, the suburban WTTs too carried these designations (PTT below, the trains labelled "N" are "Non-whites only").

Our page 6 shows the leisurely timing over the first 20 miles, easterly through the suburbs to Kraaifontein Junction in the suburb of Belleville, where the line begins to veer north. This line is double track, and over it an intensive electric suburban service runs. A separate 400 page WTT being required for them. In any event, the Blue Train takes an avoiding line, the RML, along the coast (as shown by the postage stamp inset), and rejoins the main route before Belleville. At Elsie's River, it overtakes a slow goods train, No 1511, which left Cape Town at 9.38. 1511 spends 150 minutes stationary in this area, while at least 11 trains pass it. An overtake, or "pass", is indicated in the timetable by a "P" preceding the train number. A "cross" (on single lines, naturally) is indicated by a "X". Since train numbers in South Africa follow the usual convention of odd numbers for "Down" trains and even numbers for "Up" trains, these prefixes are a little



superfluous.

We see on this page also, the rather annoying practice of denoting PM times with a solid purple bar between the hour and minute entries— note how the trains to the left of the Blue Train acquire this bar as the clock ticks past 12 pm.

Not many rail timetables show times to the quarter-minute— but this one does. One wonders whether the signalmen recorded the times to this accuracy in their Train Registers.

In 2007, as the Blue Train veers left at Belleville, it begins to leave the Cape Town suburbs behind and enters the wine region known as the "Vinelands", where grapes were being grown even when the line opened. We leave the electrified area behind here. The Blue Train is hauled entirely by steam in 1947 but, over the next seven years, electrification crept eastward and over the Hex River Pass to Touws River. In 2007, electrification extends all the way to Johannesburg. In all likelihood the train is headed by a class 15E 4-8-2 engine, popularly known as a "Bongol" (donkey). These engines were still in ser-

JOHANNESBURG—GERMISTON—PRETORIA											
STATIONS STASIES	Mondays to Fridays/Maandae tot Vrydae										
	N	1639	N	N	0667	N	N	0669	N	N	
Johannesburg V	0587										
Jeppe A	1651	1639	0589	0591	0667	0593	0595	0669	1811	0597	0599
Germiston V	1706				1711			1725			
Knights V	1709	1710			1715			1729			
Ravensklip V	1713	1715			1727			1741			
Elandsfontein V	1715	1718			1728	1731		1745		1759	
Isando V	1718	1720	1723	1731	1733	1737		1750	1800	1813	1820
Kempton Park V	1722	1724	1727	1735	1735	1739		1753	1804	1816	1824
Van Riebeeckpark V	1727	1727	1731	1739	1737	1742	1750	1759	1800	1811	1820
Birchleigh V	1731	1730		1742	1748	1753	1800	1806	1811	1823	1830
Kaalfontein V	1734	1733		1745	1750	1756	1803	1809	1814	1826	1833
Tembisa V	1739	1737			1755	1800	1808	1813	1818	1831	1838
Limindlela V			1744	1754		1805	1813		1822	1836	1843
Leralla A			1747	1758		1809	1817		1826	1839	1847
Oakmoor V	1743		1751	1802		1813	1821		1830	1843	1851
Olifantsfontein V	1748				1802				1820		
Pinedene V									1826		
Irene V									1831		
Verwoerdburg V						1812			1836		
Sportpark V						1817			1839		
Kloofsig V						1820			1841		
Fonteine V						1822					
Pretoria A	1808				1830			1850			
	1813										



The Blue Train in full cry at Modder River in 1971– Victor Hand photo

vice in South Africa 3 decades later when the country became a Mecca for steam locomotive enthusiasts.

The train now leaves the suburban pages of the PWTB and passes onto a new page — or pair of pages really, for the times stretch over two pages for much of the rest of the book. These pages also start at Cape Town, so there is some duplication. This section extends to Wellington., the border of the present Vinelands and 45 miles from Cape Town.

The bottom half of the relevant page is shown on our page 9. After Muldersvlei Junction, we are in single-track territory and begin to cross trains coming the other way. All of them, of course, are shunted aside to let us have an express run. Safe-working here, as it is over many South African single lines, is by the van Schoor Train Token system— a variant of the well-known Electric Train Tablet. In its journey to Touws River, No.1 is scheduled to cross 12 opposing trains and to pass 5 trains running the same way.

By Wellington, the Blue Train is running due north, as it starts to make an end run around the Elandsklooberge mountains, before turning south again, then resuming

its eastward direction by Worcester.

The times for trains from Wellington to Touws River are shown on the basis of separate pages for each day of the week, rather akin to that now used by ARTC in Australia. This does away with the confusion that can arise from reading a timetable where many trains have slightly different schedules on each day of the week, but it does add considerably to the size of the timetable. Because of this practice, trains “appear” and “disappear” off the timetable in the middle of the pages, it not being thought prudent to show times either before the previous midnight, or after the next one. On our pages 10-11, we show the time for the Blue Train amid the Wednesday pages. You can see the “disappearing” times on the timetable as the witching hour passes. Some 60 trains pass through the mid-point of this section, at Worcester, on a Wednesday.

This place, Worcester, more or less marks the beginning of the arduous climb over the Hex River Pass, the major obstacle on the route, topping out at an altitude of 3,200 feet at Matroosberg. The 15 miles of line east of here to Touws River was steeper (1.7%) than that on the 36 miles ascending from the west (1.2%) and most

west-bound trains were banked by engines based at the tiny outpost of De Doorns (photo, page 11). We can see however that the Blue Train has been slowed to an average of 27 mph by the lesser grade, even allowing for the 5 minute water stop at De Doorns (see the “W” in the station column). Lewis and Jorgensen paint an evocative picture of the heaviest war-time traffic over the Pass in their book *The Great Steam Trek*.

At Touws River the train stops for an engine and crew change. The crew, always assigned to a particular engine, will work it back to Cape Town on train No. 24, a goods train which will leave Touws River at 5 a.m. on Thursday. This too, is detailed in the Time-Book.

By Touws River we are only 160 miles into our 9000 km journey and but 5 hours out of Cape Town. But we have travelled over some busy and difficult lines, crowded with trains. From here on, in the next installment, the Blue Train will really stretch its legs as it heads downgrade into the Great Karoo. The miles—and the pages of the PWTB will positively whizz by.

	47	95	1415	241	59	93	93	2415	413	203	45	1	1071	55	1047	1415	2415	921	3397	1049	57	415
BELLVILLE JUN. EA	..	8 34	9 39	15	..	9 41	9 41	..	..	..	11 48	..	..	..	..	..	..	1 51	2 30	..	2 46	3 10
" " " " D	..	8 40	9 7	18	..	10 5	10 5	10 35	..	..	11 49	..	..	..	..	..	..	..	2 44	..	2 48	3 29
Kuitirivier	..	8 47	9 25	..	..	10 19	10 19	10 42	..	..	11 56	..	..	..	..	..	..	2 5	3 4	..	2 55	3 40
" " " " D	..	8 48	9 14	26	..	10 19	10 19	10 47	..	..	11 57	..	..	..	..	..	..	2 5	3 4	..	2 56	3 40
Blackheath	..	..	..	..	..	10 29	10 29	10 47	..	..	12 3	..	..	..	..	..	..	2 15	3 14	..	3 397	3 50
" " " " D	..	..	..	..	..	10 29	10 29	10 47	..	..	12 4	..	..	..	..	..	..	2 15	3 14	..	3 2	3 50
EERSTERVIER JN. A	..	8 58	9 25	38	..	10 39	10 39	10 53	..	..	12 10	..	..	..	..	..	..	2 25	3 24	..	3 8	3 58
" " " " D	8 20	9 0	9 46	39	..	10 41	10 41	11 3	..	..	12 13	..	..	..	..	..	..	2 30	3 40	..	3 10	4 37
Lynedoch	..	8 26	9 6	..	..	10 53	10 53	..	..	..	12 20	..	..	..	..	..	..	Na/To	..	..	3 17	..
" " " " D	8 27	8 27	9 7	..	..	10 53	10 53	..	..	..	12 21	..	..	..	..	..	..	Na/To	..	..	3 29	4 48
Viottenberg	..	8 31	9 12	..	..	11 3	11 3	..	..	..	12 27	..	..	..	..	..	..	Na/To	..	..	3 34	..
" " " " D	8 32	8 32	9 13	..	..	11 3	11 3	..	..	..	12 28	..	..	..	..	..	..	Na/To	..	..	3 35	4 57
STELLENBOSCH WA	8 39	9 20	..	..	..	11 13	11 13	..	..	..	12 35	..	..	..	..	..	..	Na/To	..	..	3 42	..
" " " " D	8 43	9 24	..	..	..	12 10	12 10	..	..	..	12 39	..	..	..	..	..	..	Na/To	..	..	3 45	5 6
Du Toit	..	8 46	9 27	..	..	12 15	12 15	..	..	..	12 43	..	..	..	..	..	..	Na/To	..	..	3 49	..
" " " " D	8 52	9 28	..	..	..	1 46	1 46	..	..	..	12 43	..	..	..	..	..	..	Na/To	..	..	3 50	6 11
Koelenhof	..	8 59	9 36	..	..	2 2	2 2	..	..	..	12 52	..	..	..	..	..	..	Na/To	..	..	3 58	..
" " " " D	9 0	9 37	..	..	..	2 30	2 30	..	..	..	12 53	..	..	..	..	..	..	Na/To	..	..	3 59	5 25
MULDERSVLEI JN. A	9 7	9 44	..	..	..	2 45	3 20	..	..	..	1 2	..	..	..	..	..	..	Na/To	..	..	4	6
MULDERSVLEI JUN. D	9 8	9 45	..	..	10 44	3 11	3 35	..	11 28	11 17	1 2	12 47	1 46	1 43	2 6	1 35	2 45	..	..	..	3 1	5 38
Klapnute	..	9 15	9 52	..	..	3 22	3 46	..	..	..	1 10	..	..	..	..	..	..	..	..	..	4 15	..
" " " " D	9 16	9 53	..	..	10 53	3 31	3 56	..	11 37	11 17	1 11	12 47	1 54	1 49	2 15	1 46	2 56	..	..	..	3 10	5 47
Pearl	..	9 27	10 41	..	..	3 47	4 12	..	(a)	11 25	1 26	..	2 9	1 59	2 30	2 2	3 12	..	..	..	4 27	..
" " " " D	9 28	10 6	..	..	11 8	5 0	5 24	..	12 2	11 28	1 26	..	2 19	1 59	2 30	2 2	3 12	..	..	..	4 29	6 2
Huguenot	..	9 32	10 11	..	..	5 7	5 31	..	12 9	11 32	..	..	2 26	2 4	2 37	2 9	3 19	..	..	..	3 32	..
" " " " D	9 33	10 13	..	..	11 15	5 50	5 50	..	12 23	11 34	..	..	2 26	2 4	2 37	2 9	3 19	..	..	..	3 32	6 9
Daljosaphat	..	9 37	10 17	..	..	5 55	5 55	..	12 28	11 37	..	..	2 31	2 7	2 42	2 14	3 24	..	..	..	3 37	..
" " " " D	9 38	10 18	..	..	11 20	6 3	6 3	..	12 41	11 37	..	..	2 31	2 7	2 42	2 14	3 24	..	..	..	3 44	6 14
WELLINGTON R E W A	9 46	10 26	..	..	11 31	6 14	6 14	..	12 52	11 44	1 9	2 142	2 15	2 15	2 53	2 25	3 35	..	..	..	3 53	6 25

STELLENBOSCH BRANCH/TAKIYN

(a) Wednesday/Woensdae 413 Paarl D/V 12 16 x 24. Huguenot 12 23, 1 12 x 70--66 S.1. Daljosaphat 1 17. Wellington A 1 28.
 (b) Dins./Tues. 413 Daljosaphat D/V 12 36 x 70. Wellington A 12 47. Vry./Fri. 413 Daljosaphat D/V 11 x 4--66. Wellington A 1 12.
 (c) Woens., Vry./Weds., Fri. 57 Daljosaphat D/V 4 44. X414 Wellington A 4 53.
 (d) Dond./Thurs. 55 Huguenot D/V 2 13 x 202. Daljosaphat 2 16 1/2. Wellington A 2 24.

Wednesdays/Woensdae.

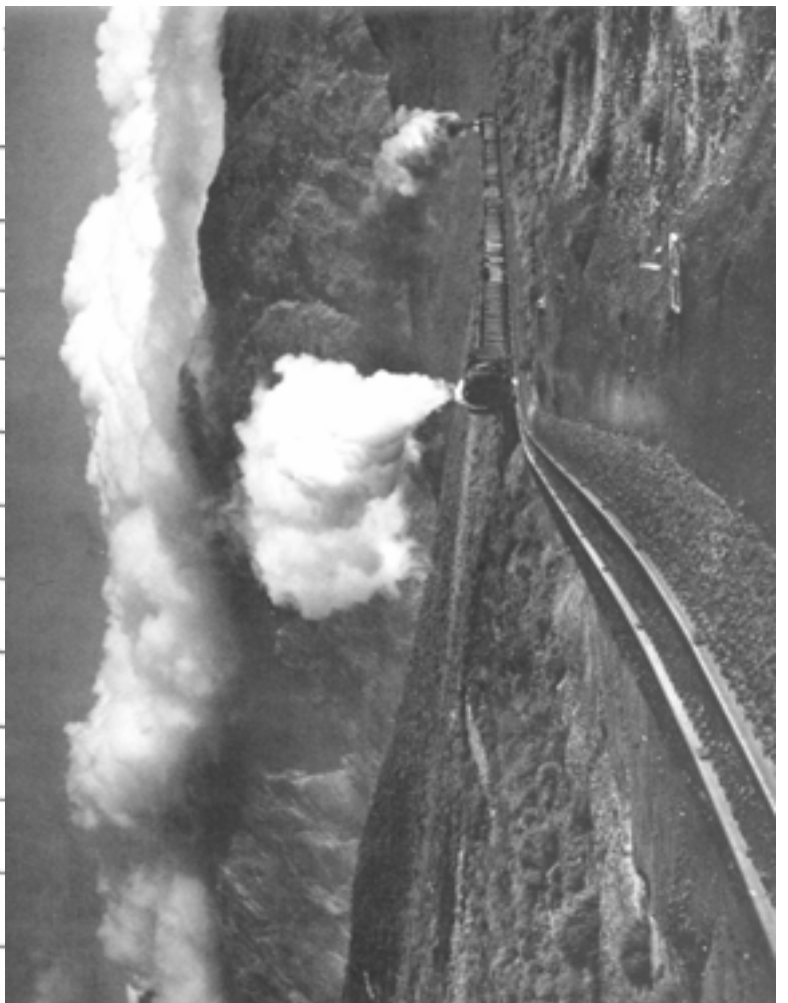
WELLINGTON—TOUWS RIVER.

Wednesdays/Woensdae.

STATIONS, ETC.	405	1403	59	1	413	2415	1049	1417	9	7	31	417	705	3
WELLINGTON R E W A														
"														
Malan														
"														
Sodendal														
"														
Herron														
"														
Volgelsvlei														
"														
Gouda														
"														
Tulbaghweg														
"														
Artois Loop														
"														
Weteley														
"														
La Plaisante														
"														
Romansrivier														
"														
Breebrievier														
"														
Botha														
"														

* Thence forward in Thursday times.
Vandaar voort op Donderdagtye.

	405	1403	59	1	413	2415	1049	1417	9	7
Goudini Road	3 45 x106	2 57 x21	4 43 x30	6 50 x34	7 42	9 6	8 2 8 3	.. 5
"
Chacornas	3 53 x106	2 56 x100	4 51 x38	7 15	7 50	9 14	8 10	.. 11 17 x12
"
WORCESTER .. RE W A	4 4	3 24 x106	5 2	7 26	8 0	9 24	8 20	11 19
"	4 50 x106	3 51 x106	5 25 x38	8 11	8 55	9 37	..	11 43 x16
De Wet	5 39	8 27	..	..	..	..
"	5 4	3 73 x144	5 49 x148	8 44	9 9	9 51	..	..
Sandhills	6 5	..	..	10 7	..	..
"	5 20 x144	3 25 x34	6 22	9 5	9 25	10 16	..	..
Rearrivier	5 28	3 30 x144	6 30	9 15	..	9 33	10 24	..
"
Orchard	5 34	3 33 x30	6 36	9 24	..	9 39	..	..
"	5 45	3 39 x34	6 47	9 38	10 2	10 41	..	..
De Deers	6 0	3 44 x32	6 57	9 59	10 37	11 20	..	..
"
Cepheate	6 30	3 53 x38	7 38	10 19	10 57	11 52	..	..
"
Tunnel	6 45	4 74 x34	8 3	10 42	11 20	..	..	..
"	6 51	..	..	..	..	..	..	..
Metroosberg	7 15	4 30 x34	8 27	11 5	11 54	..	..	..
"	7 19	4 31 x34	8 32	11 10	11 59	..	..	..
Kleinstraat	7 38	4 45 x38	8 51	11 32	..	..	..	..
"
Hugo	7 44	..	..	..	..	..	..	..
"	7 53	4 49 x36	8 57	11 48	..	..	..	..
Junction Points Ladismith Br.
TOUWS RIVER W E A	8 24	8 36	8 4	4 56 x36	9 8	11 59	..	..	..	..
"	5 7	12 40	1 8	..	..	..	..



Road and Rail to the South West

GEOFF MANN looks at competition, unbalanced services and the travel times of bus and rail transport in south west Victoria.

Only recently, I read that the Victorian Railways objected to many applications from bus operators where it was considered that the granting of a licence may affect rail services. Somehow, Trans Otway must have cleared this hurdle in part on the Melbourne to Warrnambool route. Perhaps it was because the company ran its buses in conjunction with the railways.

Trans Otway was formed in 1948 by three existing bus operators. The company, best known for the Great Ocean Road services to Lorne and Apollo Bay, ran over a network of routes in south-west Victoria and also urban services in Geelong. The urban operations were expanded considerably following cessation of the trams in 1956.

The April 1964 Trans Otway timetable for the Melbourne to Warrnambool route is the item of interest for this article. At this time, the morning train departed Warrnambool at 07.35am on Mondays to Saturdays, arrived in Geelong at 10.30 and departed at 10.45, the 15 minute stop allowing for refreshments, attaching of additional carriages, etc. The Trans Otway coach, which departed Warrnambool at 06.05 also on Mondays to Saturdays, connected into the same train at Geelong. The coach took 3h 40m for the journey, the train 2h 55m. On the return journey, the coach departed

Geelong at 3.35pm Mondays to Fridays and 2.15pm Saturdays, well ahead of the evening train which departed Geelong at 6.22pm on Mondays to Thursdays, 7.05pm Fridays and 7.25pm Saturdays. The Trans Otway timetable indicates that restrictions were imposed on Mondays to Fridays (not Saturdays) but seemingly only on the carriage of passengers to and from the four largest towns and Geelong. The Victorian Railways version (page) of the Trans Otway timetable clearly sets out the onerous restrictions imposed by the Transport Regulation Board.

In April 1964, there was a Sunday evening rail service from Warrnambool yet the road service was unrestricted and ran through to Melbourne. Perhaps the coach company had "grandfather rights" and/or provided a Sunday evening service from Melbourne. But not for much longer did Trans Otway have this business. The Victorian Railways Summer 1964-65 timetable which commenced on November 2, 1964, introduced a Sunday evening train from Melbourne, thus restoring balance to the train working. I am uncertain as to when the road services ceased.

The Sunday train from Warrnambool first appeared in the public timetable of November 1959, yet in 1962, a number of bus services apparently still ran from country

localities in south-west Victoria to Melbourne on Sunday evenings, usually terminating at Whight's Tourist Bureau in Flinders Street. Wedge Motors ran from home town Cobden departing at 7.30pm, Gainger's from Colac at 3.30pm and the service from Port Fairy at 12.15pm (Warrnambool 1.15pm) was operated alternately by South Western Roadways and Warrnambool Bus Lines. I understand that each had restrictions from encroaching on each other's territory.

As a postscript, Trans Otway underwent major changes, including ownership, but survives as a tour company with a travel agency and three coaches. Wedge Motors is long gone, Gainger's became King's and Warrnambool Bus Lines (a V/Line coach contractor today) absorbed South Western Roadways.



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WESTERN DISTRICT

BUS TIMETABLES

WARRNAMBOOL,
TERANG, CAMPERDOWN AND COLAC
-- to --
GEELONG AND MELBOURNE

TRANS OTWAY LIMITED

TIMETABLES

TRANS OTWAY LIMITED

Depart:	WEEKDAYS & SATURDAYS	* SUNDAYS	Depart:	WEEKDAYS	SATURDAYS	* SUNDAYS
WARRNAMBOOL	6.05 a.m.	8.30 a.m.	MELBOURNE			9.00 a.m.
ALLANSFORD	6.15 a.m.	8.45 a.m.	GEELONG Arr.			2.15 p.m.
PANMURE	6.30 a.m.	9.00 a.m.	GEELONG Dep.	C 3.35 p.m.	A 2.15 p.m.	10.15 a.m.
GARVOC	6.40 a.m.	9.10 a.m.	WINCHELSEA	4.10 p.m.	2.50 p.m.	3.30 p.m.
TERANG	6.55 a.m.	9.25 a.m.	†COLAC	5.05 p.m.	3.30 p.m.	10.30 a.m.
BOORCAN	7.05 a.m.	9.40 a.m.	PIRRON YALLOCK	5.20 p.m.	3.45 p.m.	11.05 a.m.
CAMPERDOWN	7.25 a.m.	9.55 a.m.	POMBORNEIT NTH.	5.30 p.m.	3.55 p.m.	11.45 a.m.
POMBORNEIT NTH.	7.45 a.m.	10.15 a.m.	†CAMPERDOWN	5.45 p.m.	4.10 p.m.	12 noon
PIRRON YALLOCK	8.05 a.m.	10.30 a.m.	BOORCAN	6.00 p.m.	4.25 p.m.	5.20 p.m.
COLAC	8.25 a.m.	10.45 a.m.	†TERANG	6.10 p.m.	4.35 p.m.	5.35 p.m.
WINCHELSEA	9.10 a.m.	11.20 a.m.	GARVOC	6.25 p.m.	4.50 p.m.	12.15 p.m.
GEELONG Arr.	B 9.45 a.m.	11.50 a.m.	PANMURE	6.35 p.m.	5.00 p.m.	12.30 p.m.
GEELONG Dep.		12 noon	ALLANSFORD	6.50 p.m.	5.15 p.m.	12.45 p.m.
MELBOURNE		1.15 p.m.	†WARRNAMBOOL	7.00 p.m.	5.25 p.m.	1.00 p.m.
						6.20 p.m.
						6.35 p.m.
						6.45 p.m.
						7.30 p.m.
						7.15 p.m.

A—Connects with 12.15 p.m. train from Melbourne, arriving Geelong at 1.45 p.m. Saturdays.
B—Connects with 10.45 a.m. train to Melbourne Weekdays and Saturdays.
C—Connects with 12.35 p.m. train from Melbourne, arriving Geelong at 2 p.m. Weekdays.
*—Sundays Only—Direct bus services to and from Melbourne—no restrictions. Services to and from Melbourne arrive and depart from Whight's Tourist Bureau, 100 Flinders Street, Melbourne.
†—Monday to Friday—Passengers cannot be carried to and from these places to and from Geelong. All other journeys—no restrictions.

SINGLE AND DAY RETURN FARES

S: Single. DR: Day Return
(Abridged Schedule)

	MELB.	G'LONG	WINCH.	COLAC	C'DOWN	TERANG
	S DR	S DR	S DR	S DR	S DR	S DR
WARRNAMBOOL	44/- 73/-	32/- 53/-	26/- 43/6	21/- 35/-	13/- 21/6	8/- 13/6
TERANG	35/- 58/-	23/- 38/-	18/- 30/-	12/- 20/-	4/- 7/-	
CAMPERDOWN	31/- 52/-	19/- 32/-	14/6 24/-	8/- 13/6		
COLAC	21/- 40/-	11/- 18/6	7/- 11/-			
WINCHELSEA	19/- 30/-	7/- 11/-				

WEEKLY CONCESSION

DAY RETURN FARES
TO AND FROM COLAC

	Adults	Students
From TERANG to Colac and Return	60/-	45/-
From BOORCAN to Colac and Return	47/6	34/6
From CAMPERDOWN to Colac and Return	40/-	30/-
From WEERITE to Colac and Return	32/6	24/6
From POMBORNEIT to Colac and Return	25/-	19/-
From STONEYFORD to Colac and Return	20/-	15/-
From PIRRON YALLOCK to Colac and Return	12/6	9/6

WARRNAMBOOL, PORT FAIRY

	Pass. Mon. to Sat.	Pass. Mon. to Thurs.	Pass. Fri.	Pass. Sat.
MELBOURNE R (Spencer St.) (See page 60)	dep. a.m. 8 25	p.m. 5 10	p.m. 5 52	p.m. 6 10
GEELOG R	dep. 9 20	6 10	6 50	7 10
South Geelong	9 35	6 22	7 5	7 25
Moriac	9 39	* 45	7 30	7 48
Winchelsea	10 23	7 0	7 46	8 3
Birregurra	10 40	7 17	8 5	8 20
COLAC R	dep. 10 56	7 33	8 22	8 36
Pirron Yallock	11 13	7 38	8 28	8 38
Pomborneit	11 25	7 50	8 41	8 50
CAMPERDOWN R	arr. 11 38	8 14	8 54	9 14
Booran	dep. 11 53	8 22	9 17	9 16
Terang	12 15	*	*	*
Garvoc	12 15	8 43	9 40	9 35
Pannure	12 35	*	9 59	9 54
Allansford	12 48	9 14	10 12	10 22
WARRNAMBOOL	arr. 1 0	9 30	10 25	10 20
Illowa	dep. 1 10	...	...	...
Koroit	1 20	...	...	...
PORT FAIRY	arr. 1 50	...	...	...

	Pass. Mon. to Sat.	Pass. Sat.	Pass. Mon. to Fri.	Pass. Sun.
PORT FAIRY	dep. a.m. 3 25	p.m. 3 15	p.m. 3 25	p.m. 3 25
Koroit	3 35	3 28	3 29	3 29
Illowa	3 38	3 38	3 40	3 40
WARRNAMBOOL	dep. 7 35	3 43	3 50	5 30
Allansford	7 45	3 54	4 1	*
Pannure	7 58	4 10	4 13	*
Garvoc	8 14	4 14	4 22	*
Terang	8 14	4 25	4 33	6 8
Booran	8 32	4 33	4 42	*
CAMPERDOWN R	dep. 8 37	4 43	4 52	*
Pirron Yallock	8 50	4 58	5 7	6 27
Pomborneit	9 1	5 11	5 20	6 48
COLAC R	dep. 9 16	5 38	5 49	7 3
Birregurra	9 34	5 55	6 6	7 19
Winchelsea	9 50	6 12	6 23	7 35
Moriac	10 5	6 27	6 37	7 52
South Geelong	*	6 45	6 57	8 9
GEELOG R	arr. 10 30	6 50	7 15	8 20
MELBOURNE R (Spencer St.)	dep. 10 45	7 5	7 30	8 35
(Flinders St.)	arr. 11 45	8 10	8 33	9 36

Symbols: —
 ●—Air-conditioned sitting carriages attached. †—Stops only if required to set down passengers, mails or vangooids.
 ‡—Does not stop to pick up or set down passengers, mails or vangooids. §—Stops only if required to pick up or set down passengers, mails or vangooids.
 †—Stops, if required to pick up or set down passengers only. ‡—Stops, if required to set down only. R—Refreshment Room.



MELBOURNE - GEELOG - WARRNAMBOOL Page 11 4.7.64

READ DOWN

Rail Mon. to	Road Sat.	Road Sundays
12.35	12.15	9.00
2.00	1.45	10.15

READ UP

Rail Mon. to Sat.	Road Sundays	Rail Mon. to Sat.	Road Sundays
3.25	2.15	10.30	3.45*
4.10	2.50	11.05	4.20
5.05	3.30	11.45	5.05
P.M.		12.30	5.50
5.45	4.10	1.00	6.20
6.10	4.35	1.30	6.45
6.35	5.00	1.45	7.00
8.50	5.15	2.00	7.15
7.00	5.25	2.00	7.15

Dep. Spencer St. 11.46am
 Dep. Wighton 1.45pm
 Arr. Geelong 10.45
 Dep. Geelong 9.45
 Arr. Winchelsea 9.10
 Arr. Colac 8.25
 Dep. Geelong 9.25
 Arr. Pannure 8.55
 Arr. Allansford 8.15
 Dep. Warrnambool 8.05am
 Arr. Pomborneit 8.30am
 Arr. Camperdown 7.25
 Arr. Terang 6.55
 Arr. Birregurra 6.30
 Arr. Moriac 6.15
 Arr. South Geelong 5.45
 Arr. Geelong 5.30

† Departs & Arrives Geelong Sin.
 ‡ Departs & Arrives Geelong Dept.
 * Departs & Arrives Geelong Dept.

ROAD MOTOR

(a) No passenger whatsoever shall be carried whose journey is confined to places along the route between and including Warrnambool and Allansford or vice versa.

(b) On journeys from Warrnambool to Geelong passengers taken up at any point along the route within a radius of two (2) miles from the respective Railway Stations at Warrnambool, Terang, Camperdown and Colac shall not be set down at any place between and including Warrnambool and Geelong.

(c) On journeys from Geelong to Warrnambool, other than Sundays, passengers taken up at any point along the route, between and including Geelong and Warrnambool shall not be set down at places within a radius of two (2) miles of the respective Railway Stations at Colac, Camperdown, Terang and Warrnambool.

FARES TABLE:
 1st S. 2nd S. 1st R. 2nd R.
 Rail fare Melbourne/Geelong: 15.6 12.6 23.3 18.9
 1st 2nd
ROAD FARES: MELBOURNE - GEELOG - WARRNAMBOOL
 Sunday only Mon. to Sat. Sunday only Mon. to Sat.
 Melbourne to Geelong: 15/- single 11/6 single
 Geelong to Melbourne: 10/- single 7/6 single
 Melbourne to Geelong to Melbourne: 25/- single 18/6 single
 Melbourne to Geelong to Geelong: 15/- single 11/6 single
 Geelong to Melbourne to Melbourne: 10/- single 7/6 single
 Geelong to Melbourne to Geelong: 10/- single 7/6 single
 Melbourne to Melbourne: 15/- single 11/6 single
 Geelong to Geelong: 10/- single 7/6 single
 Melbourne to Geelong to Melbourne to Melbourne: 30/- single 22/6 single
 Melbourne to Geelong to Melbourne to Geelong: 25/- single 18/6 single
 Geelong to Melbourne to Melbourne to Geelong: 20/- single 15/6 single
 Geelong to Melbourne to Geelong to Melbourne: 25/- single 18/6 single
 Geelong to Melbourne to Geelong to Geelong: 20/- single 15/6 single
 Melbourne to Melbourne: 15/- single 11/6 single
 Geelong to Geelong: 10/- single 7/6 single

OPERATOR:
 Trans Oway Limited

BOOKING OFFICE:
 Peppes Bookings Office

days other than Sunday taken up between and along Warrnambool and Geelong. These fares apply to such starting down points.

WARRNAMBOOL, PORT FAIRY

	Pass. Mon. to Sat.	Pass. Mon. to Thurs.	Pass. Fri.	Pass. Sat.	Pass. Sun.
MELBOURNE R (Flinders St.) (Spencer St.) (See page 60)	dep. a.m. 8 25	p.m. 5 10	p.m. 5 52	p.m. 6 10	p.m. 6 10
GEELOG R	dep. 9 20	6 10	6 57	7 20	8 50
South Geelong	9 35	6 22	7 10	7 20	8 50
Moriac	9 39	6 45	7 35	7 43	9 23
Winchelsea	10 23	7 17	8 10	8 15	9 27
Birregurra	10 40	7 33	8 27	8 31	10 11
COLAC R	dep. 10 56	7 38	8 33	8 37	10 11
Pirron Yallock	11 1	7 50	8 45	8 49	10 23
Pomborneit	11 25	8 14	9 9	9 9	10 23
CAMPERDOWN R	arr. 11 38	8 14	9 12	9 9	10 23
Booran	dep. 11 48	8 22	9 22	9 11	10 48
Terang	11 59	*	*	*	10 58
Garvoc	12 10	8 43	9 45	9 29	11 8
Pannure	12 21	9 2	10 4	9 48	11 18
Allansford	12 30	9 14	10 17	10 17	11 27
WARRNAMBOOL	arr. 12 55	9 30	10 30	10 15	11 55
Illowa	dep. 1 5	...	...	...	...
Koroit	1 15	...	...	...	...
PORT FAIRY	arr. 1 45	...	...	...	...

	Pass. Mon. to Sat.	Pass. Sat.	Pass. Mon. to Thurs.	Pass. Fri.	Pass. Sun.
PORT FAIRY	dep. a.m. 3 10	p.m. 3 10	p.m. 3 10	p.m. 3 25	p.m. 3 25
Koroit	3 20	3 28	3 28	3 35	3 40
Illowa	3 28	3 34	3 35	3 40	3 40
WARRNAMBOOL	arr. 3 43	3 43	3 45	3 50	3 50
Allansford	dep. 7 35	3 48	3 55	4 1	5 30
Pannure	7 47	3 59	4 5	4 13	5 31
Garvoc	7 58	4 10	4 18	4 25	5 38
Terang	8 16	4 19	4 27	4 35	6 12
Booran	8 34	4 30	4 38	4 46	6 20
CAMPERDOWN R	arr. 8 34	4 38	4 57	4 52	6 31
Pomborneit	8 39	4 58	5 7	5 2	6 31
Pirron Yallock	8 51	5 11	5 20	5 15	6 53
COLAC R	dep. 9 14	5 35	5 44	5 39	7 6
Birregurra	9 34	5 38	5 49	5 44	7 6
Winchelsea	9 51	5 55	6 6	6 6	7 23
Moriac	10 5	6 27	6 23	6 29	7 40
South Geelong	6 45	6 45	6 57	6 57	8 13
GEELOG R	arr. 10 30	6 50	7 10	7 10	8 20
MELBOURNE R (Spencer St.)	dep. 10 45	7 5	7 25	7 16	8 35
(Flinders St.)	arr. 11 45	8 17	8 28	10 25	9 37

Symbols: —
 *—Non stop. †—Stops, if required, to set down passengers, mails or vangooids. §—Stops if required, to pick up or set down passengers, mails or vangooids. ‡—Stops, if required, to pick up or set down passengers only. R—Refreshment Room.



The One Day of the Year

Remembrance of trams past, by GEOFF LAMBERT

The Dawn Service observed on ANZAC Day has its origins in an operational routine which is still observed by the Australian Army today. The half-light of dawn plays tricks with soldiers' eyes and from the earliest times the half-hour or so before dawn, with all its grey, misty shadows, became one of the most favoured times for an attack. With symbolic links to the dawn landing at Gallipoli, a dawn stand-to or dawn ceremony became a common form of ANZAC Day remembrance during the 1920s; the first official dawn service was held at the Sydney Cenotaph in Martin Place in 1927.

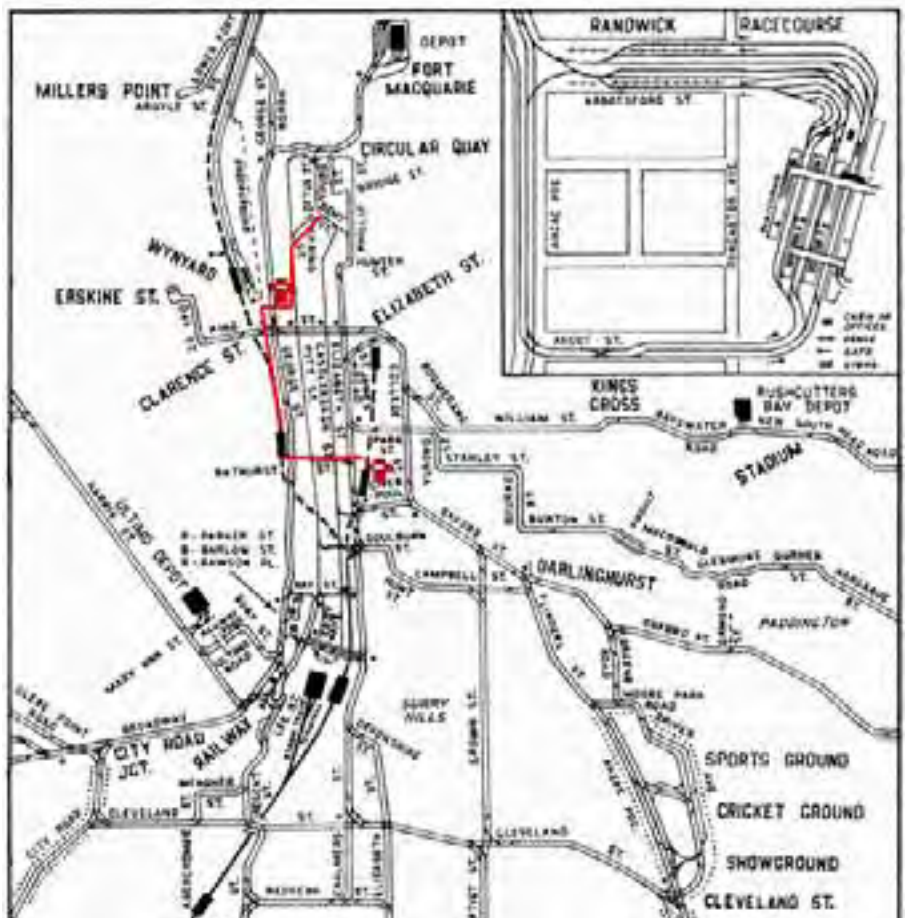
Dawn services were originally very simple and followed the operational ritual; in many cases they were restricted to veterans only. The daytime ceremony was for families and other well-wishers, the dawn service was for old soldiers to remember and reflect among the comrades with whom they shared a special bond.

Later in the day, those who fought in the wars gather again for the massive Anzac Day parade which in Sydney ends in Hyde Park at the Anzac Memorial.

At the first Dawn Service and for 5 years following, the main means of transport to both the Dawn Service and the March was by tram. After the City Railway opened in 1932, it became more convenient for people to the south west to travel by train to Wynyard. But, even 20 years later, just before the long decline of the tram system commenced, trams still played a vital part. The tables reproduced here are from Weekly Notice No. 16 of 1952. Thirteen of its 40 pages were devoted to the Anzac Day services. This included extra and altered trams for the Dawn Service, the "Procession" of 40,000, and a Rugby League match at the SCG. "Sound and Picture Specials" were cancelled.

Dawn Service: All-night trams still ran and were often strengthened to coupled cars on Anzac morning. Some extra services were arranged also. The Dawn Service is a solemn and reflective affair, not to be disturbed by the rumbling of trams in the street. Hence trams which would normally terminate at Circular Quay were slowed before the service and stopped during it. George St trams could be turned back at the King St crossovers, but the Pitt and Castlereagh Sts single lines, which formed a loop, were more difficult to manage.

Anzac Day March. Apart from catering for the traffic of old soldiers and spectators, the main task of the tramways during the march were to maintain services when



Sydney city tram network, showing the location of the Cenotaph, the Anzac Memorial and the route of the march.

nearly all of their city lines were closed for some 4 hours. Trams were shunted at crossovers outside the March streets, as shown on our page 17. The last services from Circular Quay departed at about 8:30 a.m. Trams on side streets were held at the intersections until the rear of the parade had passed by.

Rugby League Specials. Special coupled sets for the SCG ran on 5 or 10 minutes headways from Circular Quay (8 sets), and Railway Square (12 sets). Sixty-four sets were assembled at the SCG, to be ready to handle Return Traffic by 4:15 pm. All trams in football traffic carried yellow discs.

System alterations. Each District and each line in each District operated according to their unique Holiday Timetables, which were numbered for each line, and recast at regular intervals. Standby staff and trams were held at critical locations. Balmain and Pymont services were cancelled.

Today. The tradition continues. I walk into the Dawn Service from Manly. On Military Rd I am passed by the buses carrying the old men, As I cross the bridge, the trains rumble in to Wynyard bringing them from as far away as Newcastle. On the way home on the ferry, after the March, the band plays "Waltzing Matilda"

*So now every April I sit on my porch
And I watch the parade pass before me
I see my old comrades,
How proudly they march
Reliving old dreams and past glories
But the old men march slowly
Their limbs stiff and sore
The tired old heroes of a forgotten war
And the young people ask...
"What are they marching for?"
And I ask myself the same question*

*But the band plays Waltzing Matilda
And the old men they answer the call
But as year follows year
Those old men disappear.
Soon no one will march there at all.....*

Anzac Day, Friday, 25th April, 1952.

DAWN COMMEMORATION SERVICE AT CENOTAPH, MARTIN PLACE.

The service will commence at 4.30 a.m. and conclude at approximately 4.55 a.m.

Sub-Inspector Hines to be at Martin Place and George Street at 4.0 a.m. to slow down trams until commencement of Ceremony, and block traffic during the period of the Ceremony and despatch trams on Return journey.

Sub-Inspector Mahon to be at Martin Place and Castlereagh Street at 4.0 a.m. to slow down trams until commencement of Ceremony, and block traffic during the period of the Ceremony and despatch trams on Return journey from Pitt Street.

Sub-Inspector Kelland to be at Martin Place and Elizabeth Street at 4.0 a.m. to slow down trams until commencement of Ceremony, block trams during the period of the Ceremony and despatch trams on Return journey. Also supervise despatch of early St. James Road trams.

North Sydney Inspector to be on duty at Wynyard at 4.40 a.m. for Return traffic.

Depot Masters to arrange for the following altered and additional running:—

All-night Trams—Thursday Night—Friday Morning.

All-night trams will run as usual, except Nos. 471, 414 and 476, for which see under Abbotsford, Botany and Newtown lines.

Dawn Service Traffic.

Run No.	From—	Dep.	Cars.	Fort Macquarie.		For—
				Arr.	Dep.	
		a.m.		a.m.	a.m.	
412	Dulwich Hill	3 0	Single	3 36	3 43	Bay Street.
474	Abbotsford	2 53	Single	3 39	4 8	Dulwich Hill.
391	Balmain	3 15	Single	3 54	4 0	Balmain.
387	Lilyfield	3 41	Single	4 11	5 9	Lilyfield.
311	Abbotsford	3 28	Single	4 11	5 12	Leichhardt.
320	.....	...	Single	5 15	5 17	Abbotsford.
392	Balmain	4 31	Single	5 14	5 18	Balmain.
471	Abbotsford	3 43	Single	*4 23	*4 23	Depot.
402A	Dulwich Hill	3 56	Single	*4 28	*4 28	Depot.

Run No.	From—	Dep.	Cars.	Queens Square.		For—
				Arr.	Dep.	
		a.m.		a.m.	a.m.	
3	Dover Road	3 50	R	†4 11	5 15	Watsons Bay.
8	Watsons Bay	3 39	R	†4 16	.....
4	.....	.....	R .....	.....	5 23	Dover Road.

Run No.	From—	Dep.	Cars.	Wynyard.		For—
				Arr.	Dep.	
		a.m.		a.m.	a.m.	
4	Avenue Road Jet.	3 32	Single	3 57	4 0	Avenue Rd. Jet.
Spl.	Chatswood	3 3	Single	4 15	.....	Thence as directed.
21	Victoria Avenue	4 2	Single	4 28	4 33	The Spit.
5	Lane Cove	3 54	Single	4 19	4 31	Chatswood.

Anzac Day—continued.

DAWN COMMEMORATION SERVICE AT CENOTAPH, MARTIN PLACE—
continued.

Additional Staff.

Sub-Inspector O. Jones to be on duty at 4.0 a.m. to carefully watch loading and supervise the stabling of trams at Fort Macquarie and Circular Quay (Young and Pitt Streets).

Chief Inspector to be on duty at 4.0 a.m. and supervise arrangements generally.

All Signalmen to be on duty in time to permit of above trams running through the respective Junctions. Depot Masters concerned to arrange accordingly.

Starter-Signalman to be on duty at Wynyard Station from 4.10 a.m. to lay up trams and despatch them for Return traffic.

Starter, Fort Macquarie, to be on duty from 4.0 to 5.50 a.m.

Signalman, Fort Macquarie, to be on duty from 3.55 to 5.50 a.m.

Starter, Pitt Street, from 4.0 to 5.50 a.m. Fort Macquarie Depot to supply.

Starter and Pointsman, Circular Quay (Young Street), to be on duty from 4.10 a.m. Fort Macquarie Depot to supply.

**RETURNED SAILORS, SOLDIERS AND AIRMEN'S MARCH THROUGH
THE CITY.**

A Procession of approximately 40,000 Returned Sailors, Soldiers and Airmen will leave the Mitchell Library at 9.10 a.m., marching 16 abreast, and proceed via Macquarie, Hunter, and Elizabeth Streets, Martin Place, George, Park and College Streets and Prince Albert Road to the Domain (St. Mary's Gates entrance). Cars with invalid and blind soldiers and those wearing V.C. awards will precede the Procession from Macquarie Street.

Officers concerned must shunt trams at the following points at times shown below.
If Procession has not cleared at the times indicated, diverting and shunting of trams
is to be continued until through traffic can be resumed.

All Up George Street line trams to shunt at Bathurst Street Crossover from 8.34 a.m. until Procession has cleared Park Street (approximately 11.40 a.m.).

All Up Newtown line trams arriving at Harris Street Junction from approximately 8.35 a.m. to be diverted to George Street and shunt at Bathurst Street Crossover. On Down trips trams are to run via Hay and Pitt Streets and Railway Square. If Procession has not cleared Castlereagh Street by 11.45 a.m. diversion of trams to continue.

All Up Matraville, Botany, Alexandria, Daceyville and Rosebery trams arriving at Rawson Place or Hay and Elizabeth Streets from approximately 8.35 a.m. to be diverted via Elizabeth Street, and shunt at Liverpool Street Crossover, Railway side. If Procession has not cleared Castlereagh Street by 11.45 a.m. diversion of trams to continue.

Up Circular Quay—North Bondi and Bronte trams to shunt at Liverpool Street Junction Crossover (City side) from approximately 8.35 a.m. to 11.40 a.m. If Procession has not crossed Elizabeth Street at Park Street by 11.40 a.m. shunting of trams to be continued. The Railway—North Bondi—Bronte service will **not** be interfered with.

Up North Bondi (via Bellevue Hill) line trams to shunt at Darlinghurst Crossover from 8.28 to 11.50 a.m. If Procession has not cleared College Street at Park Street by 11.50 a.m. shunting of trams to continue.

Anzac Day—continued.

TIME-TABLE ARRANGEMENTS.

All Traffic Inspectors, Sub-Inspectors or Revenue Sub-Inspectors in charge of Districts or stationed at specific points are required to furnish reports as to the suitability or otherwise of Time-table arrangements made in connection with Public Holidays, Sporting Fixtures or other Special Functions. When submitting reports, it is necessary to state whether arrangements were in excess of requirements or otherwise.

Stand-by and Picture Show Specials cancelled unless otherwise shown.

Coupled cars to be provided as indicated in time-tables, in addition to those shown below.

EASTERN DISTRICT.

Bellevue Hill—North Bondi Line.

Holiday Time-table No. 213, with special pages 1 and 2, dated 25th April, 1951, to be in operation, with the following alterations:—

No. 41—Fort Macquarie Depot Junction dep. 6.3 a.m. as tabled for No. 42 to North Bondi arr. 8.0 dep. 8.3, Darlinghurst arr. 8.28 dep. 8.28, North Bondi arr. 8.53 dep. 8.58 a.m., thence as tabled.

No. 42—Fort Macquarie Depot Junction dep. 5.34 a.m., thence as tabled for No. 41 to Circular Quay arr. 8.15, then lay up at Young Street—Circular Quay dep. 11.59 a.m., thence as tabled.

No. 161 (single car)—Waverley Depot Junction dep. 3.26 a.m., Bondi dep. 3.40 (via Bellevue Hill), Circular Quay arr. 4.11 dep. 5.13 (via Bellevue Hill), North Bondi arr. 5.50 dep. 6.10 a.m., thence as tabled on Railway—Bondi.

No. 116 from Depot Junction dep. 3.26 a.m. to Waverley Depot Junction arr. 6.11 a.m. cancelled.

Nos. 42 and 52—North Bondi dep. 10.3 and 10.29 p.m. (via Bent and Loftus Streets), Orient Wharf Crossover dep. 10.42 and 11.7 p.m., thence as shown for Nos. 121 and 124 on Glebe Point line.

Nos. 121 and 124—Fort Macquarie Depot Junction dep. 10.36 and 11.2 p.m., Circular Quay (Young Street) dep. 10.40 and 11.6 p.m. as shown for Nos. 42 and 52 on Bondi—Bellevue Hill line.

Circular Quay—North Bondi—Bronte Lines.

Holiday Time-table No. 114, with special pages 1 to 3, dated 25th April, 1952, to be in operation, with the following alterations:—

No. 925 (Friday morning) on arrival at Bondi at 3.59 a.m. will depart at 4.2 a.m. as tabled for No. 174 on Railway—Bondi Holiday Time-table No. 127.

No. 119 (Friday morning)—Bondi dep. 3.39 a.m., St. James arr. 4.6 dep. 4.33 a.m., thence as shown on Anzac Day Time-table No. 114 (special page 1) for No. 113.

No. 102 (Saturday morning) on arrival at Circular Quay at 4.15 a.m. to depart at 4.29 a.m. as tabled on Saturday's time-table.

No. 923 (Saturday morning)—Circular Quay dep. 3.27 a.m., Bondi arr. 3.59 dep. 4.5 a.m. as tabled for No. 163 on Saturday's time-table.

Coupled cars to be operated as shown in special pages. In addition, Bronte trams to continue as coupled cars until 6.6 p.m. ex Circular Quay; North Bondi trams until 6.0 p.m. ex Circular Quay.

Bondi Junction—Coogee Line.

Holiday Time-table No. 40 to be in operation.

Staff and Ticket Working.

No. 155—5.42 a.m. ex Depot to carry Tickets from McPherson Street Junction to Alison Road Junction.

No. 156—6.29 p.m. ex Coogee to carry Ticket from Alison Road Junction to Marks Alison Road Junction.

No. 157—11.52 p.m. ex Coogee to carry Ticket from Marks Road Loop to McPherson Street Junction.

All other trams to carry Staff over all sections.

Circular Quay—Coogee Line.

Holiday Time-table No. 100, with special pages 1 and 2, dated 25th April, 1952, to be in operation, with the following alteration:—

All trams to consist of coupled cars from 7.48 a.m. ex Coogee to 6.2 p.m. ex Circular Quay inclusive.

Anzac Day—continued.

EASTERN DISTRICT—continued.

Circular Quay—Clovelly Line.

Holiday Time-table No. 127, with special pages 1 and 2, dated 25th April, 1952, to be in operation.

Coupled cars to be operated as shown in special pages.

Circular Quay—La Perouse—Maroubra Bay Lines.

Holiday Time-table No. 149, with special pages 1 and 2, dated 25th April, 1952, to be in operation.

Coupled cars to be operated as shown in special pages. In addition, Maroubra Bay and La Perouse trams to consist of coupled cars from 4.29 to 5.52 p.m. ex Circular Quay, inclusive.

Starters to be provided at La Perouse and Maroubra Bay from 9.45 a.m. to 7.0 p.m.

Railway Square Loop—North Bondi—Bronte Lines.

Holiday Time-table No. 127 to be in operation.

All trams to consist of coupled cars from 8.33 a.m. to 6.7 p.m. ex Railway Square, thence single cars to finish.

Railway Square Loop—Maroubra Bay—La Perouse Lines.

Holiday Time-table No. 176 to be in operation, with the following alterations:—

No. 601 on the 3.24 a.m. trip ex Depot will be altered to No. 605.

No. 64 on the 8.17 a.m. trip ex Depot cancelled.

No. 719 on the 8.56 a.m. trip ex Depot altered to dep. 8.17 a.m., Railway Square dep. 8.32, La Perouse arr. 9.16 dep. 9.31 a.m. thence as tabled.

All trams to consist of single cars.

Railway Square Loop—Coogee (via Cleveland Street) Lines.

Holiday Time-table No. 175 to be in operation with the following alterations:—

No. 660 (Friday morning) on the 6.13 a.m. ex Railway Square will be altered to No. 655.

All trams to consist of single cars.

Railway Square Loop—Clovelly Line.

Holiday Time-table No. 174 to be in operation with the following alteration:—

No. 660 (Friday) on the 5.21 a.m. trip ex Depot will be altered to No. 655.

All trams to consist of single cars.

Railway Square Loop—West Kensington Line.

The service will not be operated.

Watsons Bay Line.

Holiday Time-table No. 134, with special pages 1 to 4, dated 25th April, 1951, and the following alterations to be in operation:—

No. 10—Dover Road dep. 8.42 a.m., Boomerang Street Crossover arr. 9.3 dep. 9.9, Watsons Bay arr. 9.46 a.m., thence as tabled.

No. 6—Double Bay dep. 8.47 a.m., Boomerang Street Crossover arr. 9.0 dep. 9.5, Dover Road arr. 9.26 a.m., thence as tabled.

No. 4—Watsons Bay dep. 8.30 a.m., Boomerang Street Crossover arr. 9.7 dep. 9.12, Double Bay arr. 9.25 a.m., thence as tabled.

Starters to be provided from 2.0 to 8.18 p.m. Watsons Bay and 9.0 a.m. to 5.0 p.m. Double Bay.

West Kensington (via Crown Street) Line.

Holiday Time-table No. 140, with special page 1, dated 25th April, 1949, and the following alterations to be in operation:—

No. 742 from Depot Junction dep. 3.46 a.m. to Depot Junction arr. 5.49 a.m. cancelled.

No. 741—West Kensington arr. 7.53 a.m. dep. 8.1. Circular Quay arr. 8.26 dep. 8.26, West Kensington arr. 8.51 dep. 9.3 a.m., thence as tabled.

No. 739—Spring and Pitt Streets arr. 5.10 a.m. dep. 5.17, West Kensington arr. 5.41 dep. 5.43 a.m., thence as tabled.

Anzac Day—continued.

SOUTHERN DISTRICT.

Alexandria—Botany—Daceyville—Matrville Lines.

Holiday Time-table No. 119, with special pages 1 to 3, dated 25th April, 1952, to be in operation.

Coupled cars to be operated as shown in special pages, in addition to the 4.51, 5.1, 5.6, 5.11, 5.21, 5.26 and 5.31 p.m. trips ex Circular Quay.

No. 603 on the 2.58 a.m. trip ex Depot to consist of Single Car.

No. 412 (All-night Time-table No. 19—Friday morning)—Fort Macquarie dep. 3.43 a.m., Circular Quay dep. 3.47, Bay Street dep. 4.32 (via Railway Square), Circular Quay arr. 5.10 dep. 5.11 a.m., as No. 410 on special page 1 of Newtown lines.

Staff and Ticket Working.

No. 610 on the 5.50 a.m. trip ex Eddy Avenue to Military Road to carry **Staff Ticket** from Botany to Matrville and **Staff** from Matrville to Military Road.

No. 616 on the 7.40 p.m. trip ex Matrville to carry **Staff Ticket** between Matrville and Botany.

All other Matrville and Military Road trams to carry **Staffs**, Down and Up trips.

City Road Junction—Robertson Road Line.

Saturday Time-table No. 48 to be in operation.

Circular Quay—Railway Colonnade Line.

Holiday Time-table No. 81, with special page 1, dated 25th April, 1952, to be in operation.

Fort Macquarie Depot, to supply 3 Specials to leave Depot at 5-minute intervals from 4.0 p.m. to run as directed to 8.0 p.m.

Darling Street Wharf—Canterbury Line.

Holiday Time-table No. 114, with amended page 2, dated 8th April, 1944, to be in operation.

All trams to consist of "O" cars.

Dulwich Hill—Canterbury—Earlwood—Cook's River Lines.

Holiday Time-table No. 224, with special pages 1 to 5, dated 25th April, 1952, and amended pages 7 to 11, dated 24th March, 1951, to be in operation, with the following alteration:—

No. 402 to be known as No. 402A on the 12.28 a.m. ex Depot Junction (All-night Time-table No. 19—Friday morning)—Dulwich Hill dep. 3.56, Queen Victoria Building Crossover dep. 4.28, Newtown Depot arr. 4.45 a.m.

No. 414 (All-night Time-table—Thursday night—Friday morning) will be altered to No. 412 from 12.28 a.m. Fort Macquarie to 5.10 a.m. Circular Quay, then dep. 5.11 a.m. as No. 410 on Special Page 1.

No. 471 (All-night table—Friday morning)—Abbotsford dep. 3.43 a.m., Queen Victoria Building Crossover dep. 4.23, Depot Junction arr. 4.40 a.m.

Nos. 416 and 417 (Saturday morning) on arrival at Fort Macquarie at 12.16 and 12.34 a.m. to depart at 12.28 and 1.5 a.m. as tabled for No. 414 and 471, respectively.

No. 407 (All-night table—Friday morning)—Fort Macquarie dep. 5.27 a.m. (operate via George Street), Newtown Depot Junction arr. 5.53 a.m.

Starter to be provided at Hurlstone Park Picture Theatre from 10.15 p.m.

Coupled cars to be operated as shown in special pages. In addition, Earlwood and Canterbury trams to retain coupled cars until 5.53 p.m. ex Circular Quay.

Dulwich Hill—Cook's River Line.

Saturday Time-table No. 7 to be in operation.