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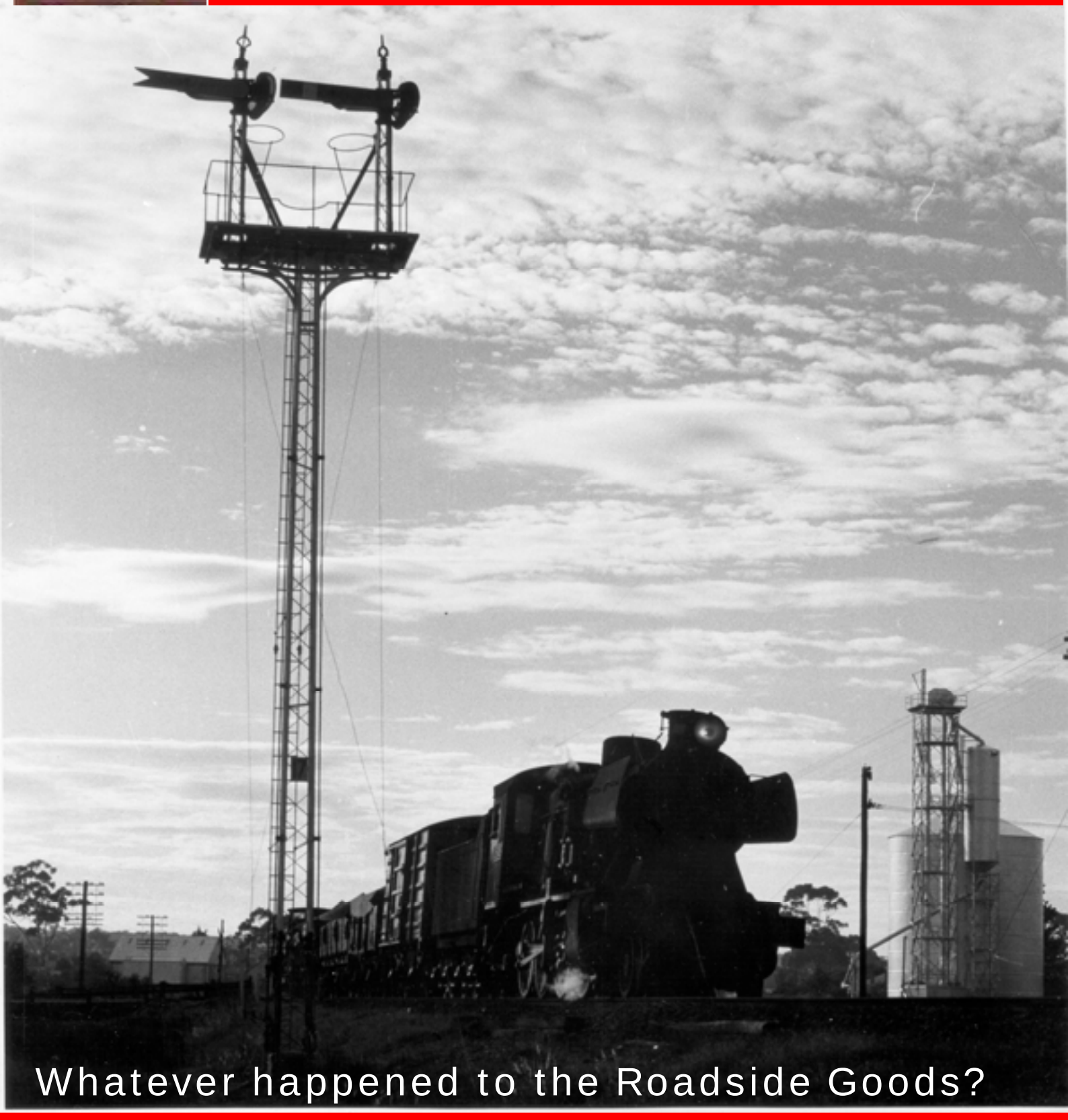

Whatever happened to the Roadside Goods?

Inside:

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—Contents—

On the front cover

This is No. 61, the Ararat to Murtoa Roadside Goods, photographed near the end of steam, heading west out of Stawell, just after sunrise in 1970. Along the way, it will meet its Up counterpart No. 46. Both will "pick up" and "set out" car loads and "less than car loads" at nearly every station along the way. Trains like these no longer exist. A story starting on page 2 explains them and what happened to them.

Above is an Electroliner of the Chicago, North Shore and Milwaukee Railroad. There is more about this interesting company on page 18.

Contributors David Whiteford, Albert Isaacs, Geoff Lambert, Victor Isaacs

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Whatever happened to the Roadside Goods train?

GEOFF LAMBERT *takes a look at an extinct type of train service.*

In the USA they called them *Way freights*, in NSW *Pick Ups*. In Victoria, they were *Roadsides*- bucolic little trains that shambled from station to station, "picking up" and "setting out" at innumerable wayside halts which—like the trains—are now but memories.

When I was a budding chemistry student, I set up my own laboratory in the back yard and equipped it with paraphernalia that was shipped to me from Selby's in Melbourne. Selby's sent a truck with a packing case to the Melbourne Goods Yard. There it waited until a space could be found for it in the van of the Bacchus Marsh coal train. On arrival at Bacchus Marsh, someone manhandled it into the goods shed. Then the Assistant Station Master (ASM) phoned me to tell me it had arrived and, together, we manhandled it again out of the goods shed and into the boot of his car and he delivered it to my home. A scene like this seems unbelievable today—not least of all from the railway aspect—but when railways were young, all freight moved this way.

Here we look at the Roadside Goods VR's Western line, following mostly the Down services from Melbourne to the border at Serviceton. I have chosen 1964 as my study date—when the Roadsides were still going strong, but the future was beginning to edge uneasily close. Express Goods were stealing the limelight, and road transport was stirring at last. In the face of this, an all-time record wheat harvest had to be dragged away by the Roadsides.

Melbourne–Bacchus Marsh

The line to Bacchus Marsh was conceived of as a local line, so local trains were long its mainstay even after the connection to Ballarat was opened. A regular Roadside Goods operated from 1890 until after the Second World War; from about 1950, this service moved to twice and sometimes three times daily. Although the Bacchus Marsh Roadsides were, from this time, mainly for brown coal moving to APM's mill in Fairfield, they were still in principle the local Roadside Goods. In the 1960s, these trains carried one-third of a million tons of coal per annum, easily the largest on the line, third-largest in the state and 40% of the Sunshine-Serviceton line's originating tonnage. By 1960, they rarely carried and set out goods at intermediate stations, but Bacchus Marsh was still the recipient of a handful of trucks per week.

In earlier years every station—even tiddlers like Staughton's and Cockbill's siding—had their share of train traffic. This was mainly agricultural produce, especially bagged barley, which was stored on site in stacks during the harvest season, before being whittled away by the daily Roadside throughout the following summer. Chaff and livestock was loaded at nearly every station too. Melton, for instance had two chaff sidings which wended their way out of the yard and into nearby chaff mills. There was a large stockyard at Bacchus Marsh, equipped with both sheep races and cattle races for loading trains. In the 1930s, the traffic statistics book records that the principal outwards traffic from Bacchus Marsh was "chaff, firebricks, gas retorts, milk (concentrated and condensed), butter, poultry, hides and skins, wool, rabbits, fresh fruit, vegetables". All of this is eminently predictable from the industries that existed in the town.

A composite track diagram of Bacchus Marsh yard appears on page 5, indicating where this traffic originated within the station. Note that Bacchus Marsh once had an engine shed for stabling the Ingliston Bank locomotive.

Down — MELBOURNE–ARARAT–Goods Service—continued.

STATIONS		195 Eng. & Van Tues. to Sat.	3 Thro. Goods Tues. to Sat. ‡	15 Goods Mon.	37 Pilot Tue.	39 Pilot Mon., Wed., Thur., Fri.	35 Goods Mon. to Fri.	11 Thro. Goods Tue., Wed., Fri. Sat. ‡
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
MELBOURNE YARD	dep.	...	...	6 45	...	...	9 35	...
DYNON	...	...	...	...	...	...	...	...
South Kensington ○ ...	...	...	...	...	...	...	...	...
Maribyrnong River Junct.	...	...	...	Via	...	...	Via	...
Footscray	...	...	...	Goods	...	...	Goods	...
Middle Footscray ○ ...	...	...	...	Lines	...	...	Lines	...
West Footscray ...	...	...	...	...	...	...	...	...
Tottenham ○	...	...	...	...	...	...	... wt 14	...
Tottenham Goods Yard W	...	...	...	...	...	...	...	...
Sunshine E S	...	...	...	7 35	...	...	10 0—	...
Ardeer Siding N C ...	...	...	...	...	...	...	...	...
Deer Park ○ E S ...	arr.	...	...	7 42—18	...	...	10 7	...
(See note page 12)	dep.	...	...	8 12—10	...	...	10 17	...
Rockbank ○ E S ...	arr.	...	...	8 31—	...	...	10 34—8, 196	...
	dep.	...	...	8 55— wt 12 22	...	...	11 10	...
Melton E S	arr.	...	...	... wt 14	...	...	11 21	...
	dep.	...	...	9 6	...	...	11 33	...
Parwan ○ E S ...	arr.	...	...	...	...	...	11 48	...
	dep.	9 10— wt 14	...	9 18	...	...	11 58	...
Bacchus Marsh E S W	arr.	9 16	...	9 24	...	...	P.M. 12 4—160	...
	dep.	...	...	...	...	...	...	...
Bank Box Loop ...	...	11	...	...	...	...	...	...
Ballan E S W ...	...	Thro.	...	...	...	...	...	...
Gordon ○ E S ...	...	Goods	...	...	...	...	...	...
Millbrook	...	Mon. ‡	...	...	...	...	...	...
Wallace	...	A.M.	...	...	...	...	...	...
Bungaree E S	...	From	...	7	...	...	173	...
Dunnstown	...	Nth.	...	Goods	...	...	Thro.	... 130A
		G'long		Mon.			Goods	
Warrenheip E S ...	arr.	...—106	...	(Thur. ‡)	...	...	Mon. to	...
	dep.	8 48	...		...	...	Sat. ‡	12 8
Ballarat East ○ ...		8 54	...	...	...	...		12 16
BALLARAT W G ...	arr.	8 57	...	A.M.	...	...	P.M.	12 19
	dep.	...	9 45	9 45	10 55	11 55	12 5	...
Shell Oil Sdg. N C ...	...	...	...	...	...	...	...	...
Nth. Ballarat Junct.	...	...	9 48	9 48	10 58	11 58	12 8	...
White's Siding N C ...	...	...	...	...	...	...	...	...
Wendouree NC ...	...	...	...	...	...	...	...	...
Linton Junct. E S †...	arr.	...	...	...	...	P.M.	...	...
	dep.	...	9 58	9 57	11 5	12 5	12 18	...
Windermere ○ E S ...	arr.	...	...	...	...	...	...	...
(See note, page 12) ...	dep.	...	10 11	...	...	...	12 31	...
Burrumbeet ○ E S ...	arr.	...	10 19	...	...	...	12 39	...
	dep.	...	10 37—38	...	...	...	12 53—176	...
Trawalla ○ E S ...	arr.	...	11 3—176	...	...	...	...—82	...
(See note, page 12)	dep.	...	11 27—24	...	...	...	1 19	...
Beaufort E S W ...	arr.	...	...	...	...	...	...	...
	dep.	...	11 40	...	...	...	1 30—82	...
Middle Creek ○ E S	arr.	...	P.M. 12 9	...	...	...	...	...
(See note, page 12)	dep.	...	12 12—82	...	...	...	1 59—200	...
							Mon. to Fri. ‡ / Sat. ‡	
Buangor ○ E S ...	arr.	...	12 23	...	...	...	2 7 / 2 7	...
	dep.	...	1 5—25	...	...	...	2 7 / 2 44—138	...
ARARAT E S W ...	arr.	...	1 45	...	...	...	2 44 / 3 24	...
	dep.	...	...	...	...	...	...	...
		11	3	7	37	39	173	11

Not to run when 160, 38A, 82, (Sats.) 136 or 200 run

To Skipton

On Thur. runs 15 minutes later when 3 runs

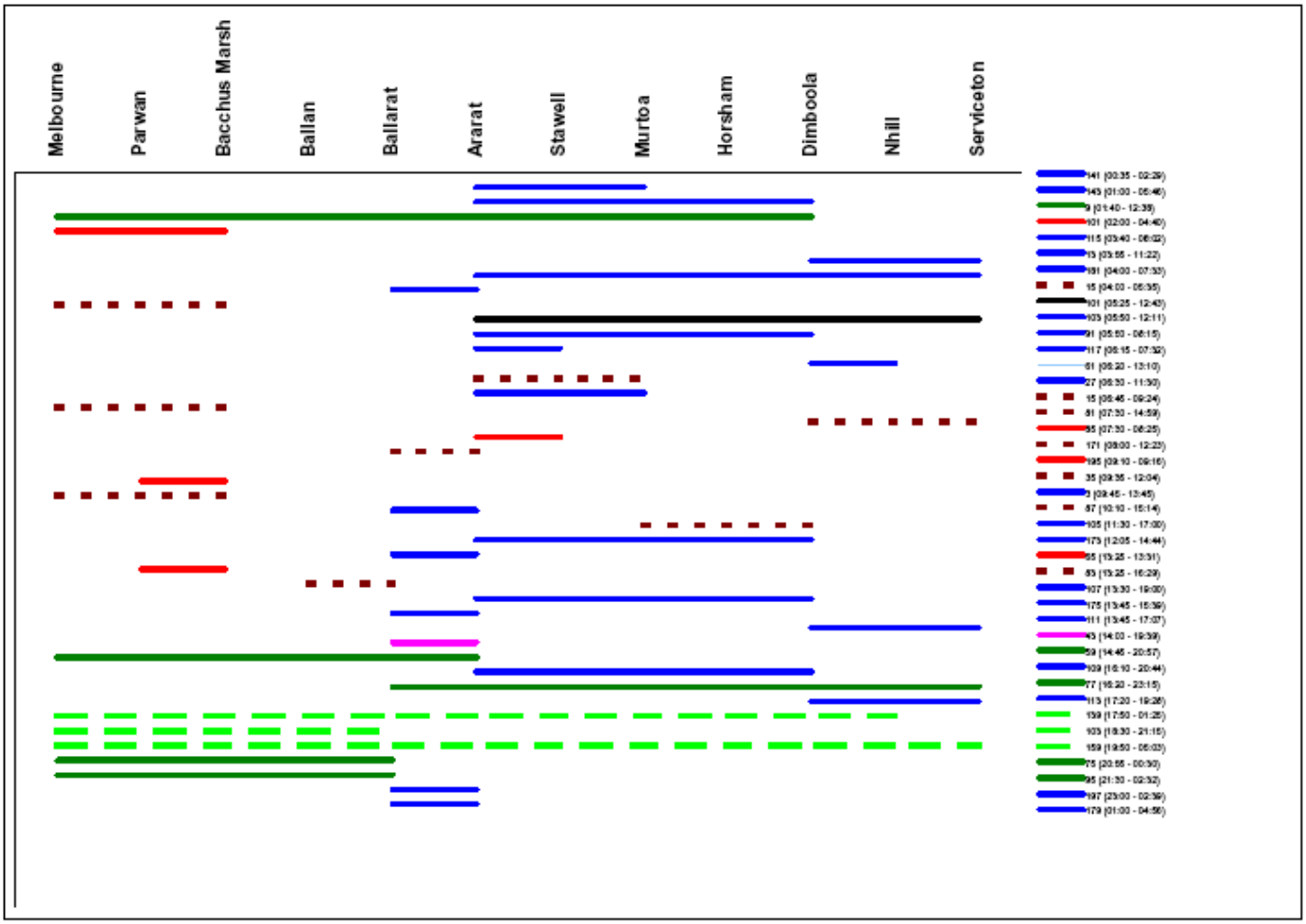
To Redan

To Redan

Not to run when 136 runs.

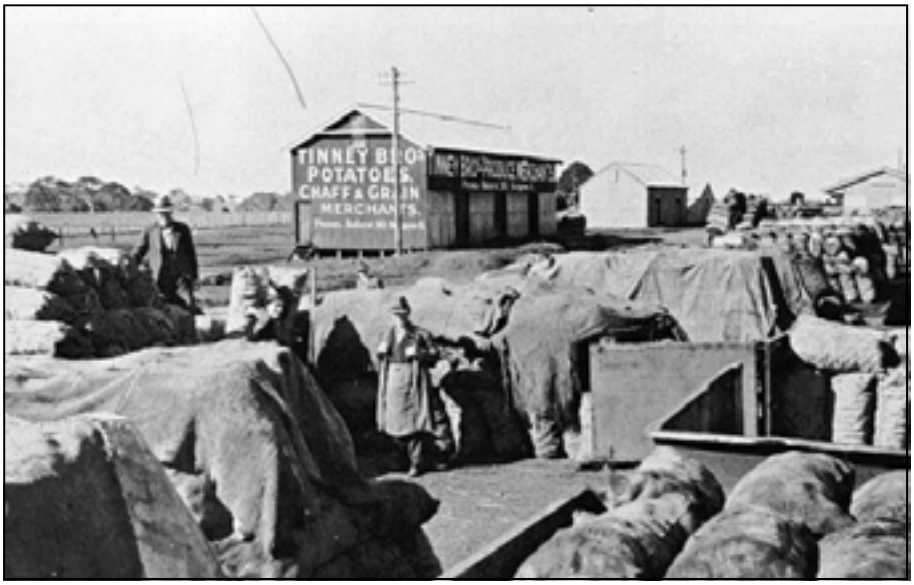
From North Geelong

(W) 25



The good old days. This graphic shows all regular Down goods trains on the VR's Western Line in 1964. The trains are arranged top to bottom by departure time and show the extent of the timetabled journey. The identification bar appears in the same order. The Roadside Goods are shown by the dark dashed lines (brown in our web version). Every section apart from Bacchus Marsh—Ballan has its Roadside Goods, usually taking half the day for a maximum of an 80 mile journey. It is noticeable that there is only one train per day that runs all the way through the Western Line– this is the famous "Jet"- then the fastest freight train in the world outside the USA.

In 1964, three return Goods trains (15/8, 35/94 and 102) served Bacchus Marsh each day—or five if one counted the Bacchus Marsh-Parwan staging trips (195/194 and 65/72) as well. No. 102 was conditional and had no balancing down service– when run, the engine was usually taken off the down worker's and school train. These coal trains "doubled" on the hill up to Parwan on their return journey, reassembling there for the onward trip to Fairfield. Crews for these trains were frequently exchanged with those running the Down passenger train in the afternoon, on which I was a daily school traveller. On arrival at Bacchus Marsh the train locomotive ran round its train and pushed the empties up into the coal siding, from whence they ran by gravity under the coal bins and back into the station yards. After dealing with any local shunting, the train locomotive took one half of its train up the hill to Parwan. Then it returned with its van to Bacchus Marsh, picked up any outgoing traffic and the 2nd half of its coal load and staggered back up the hill to Parwan.



The Cockies of Bungaree loading their potatoes for pickup by the Roadside Goods. Looking at this photo, one can almost smell the reek of potatoes, chaff, canvas and Hessian... can one not?

743—35

STATION: STAUGHTON.

SECTION: SUNSHINE - SERVICETON LINE

	Outwards Passenger Journeys	Goods Tonnage Outwards	Goods Tonnage Inwards	Number of Trucks of Live Stock Outwards: Sheep	Cattle	Horses	Pigs	Number of Trucks of Live Stock Inwards: Sheep	Cattle	Horses	Pigs	Principal Items of Outwards Goods Traffic
1923-24		1563	134									
1924-25		2045	149									
1925/26		666	169									
1926/27		645	173									
1927/28		1032	871									
1928/29		179	107									
1929/30		521	106									
1930/31		1378	64									
1931/32	1	500	40									
1932/33	2	1025	42									
1933/34	32	760	70									
1934/35	[illegible]	-	-									

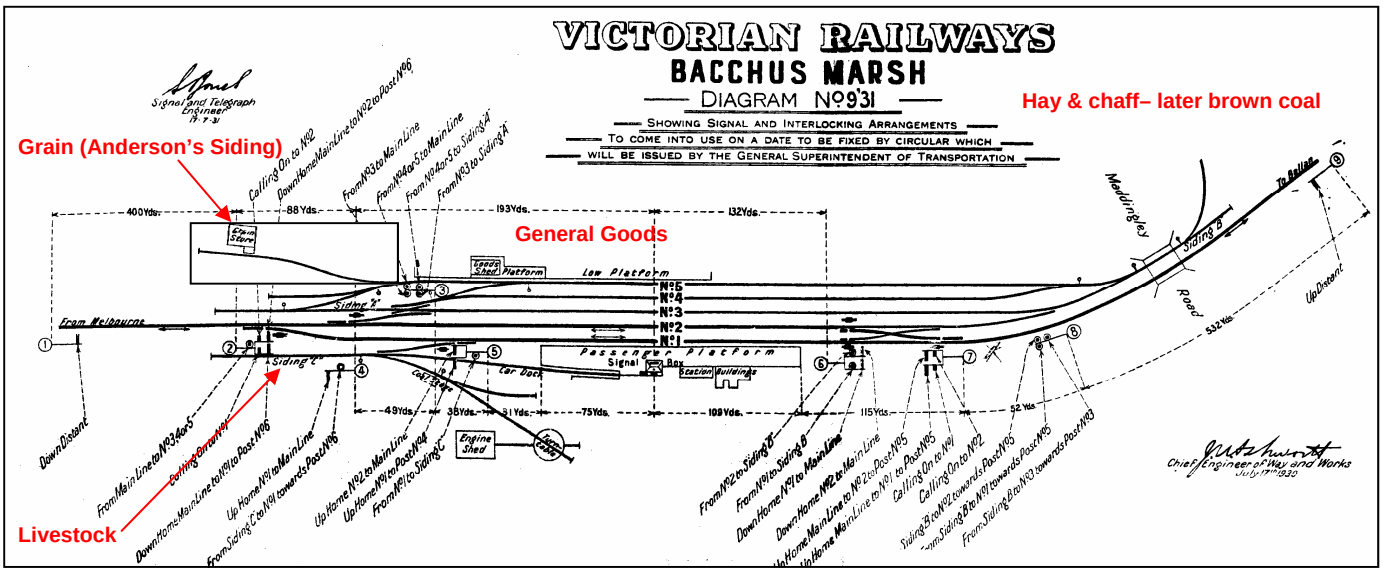
Calling at Staughton's Siding: Here are some traffic statistics for Staughton Siding, between Melton and Parwan, just around the cutting at the top right of Mark Bau's picture. All of this traffic would have come and gone on the daily roadside goods, though the term was not used during this period and no train was ever timetabled to stop here. Most of the outwards traffic from this station was probably bagged barley. The inwards traffic is less certain, but we can see that Staughton received 5 truck loads of livestock in this 10-year period. That may not sound like very much—it ISN'T very much—but it is a hell of a lot more than Staughton receives today. The station—and livestock traffic—have utterly vanished.

Bacchus Marsh-Ballan

When the line between Bacchus Marsh and Ballan was opened in 1890, the goods train service remained wedded to those towns and no through Roadside Goods ran up or down the Ingliston Bank. To some extent, this must have been conditioned by the difficulties of working this section of track and the pre-existence of turntables at both Ballan and Bacchus Marsh. Around 1900 , a shunt engine ran part way up the bank each day to the Dog Trap Gully Siding to load clay, but this did not last long. Eventually, a Melbourne-Ballarat goods service calling at all stations was instituted, taking all day for the journey. The engine off this train was often requisitioned to bank passenger trains up the hill. But eventually the local service was split again, there being little or no local traffic crossing the "border" between Bacchus Marsh and Ballan. In the early 1950s, a local goods train, exclusively for coal, ran between Bacchus Marsh and Ballarat for a while.

Ballan-Ballarat

It would be fair to say that this section of the line—at least whilst it was still a stub worked from Ballarat—was built for potato traffic. This was one reason why the line meandered about so much: it tried to service the potato fields as closely as possible. In the 1880s, 6 train trips per day were required. Items as diverse as whisky, chaff, butter and timber were been carried in the 1930s. Like the Bacchus Marsh trains, the Roadsides (No. 4/83) were run as a return trip from Ballarat in much the same way that they had been for nearly three-quarters of a century. In 1964, this was a weekly service only, running on a Thursday, but it was probably the most classic "Roadsides" of all those considered here. In both directions it was shown as dwelling at every station to handle traffic, in both directions. In the days when the little stations of Bradshaw and Llandeilo were open, it must have stopped at them as well. By the late 1960s, traffic had sunk to



be almost always "less than car-load"- so much so that the Roadside was soon replaced with a 153 HP DRC, which could carry all the goods on offer in its tiny van compartment. By the 1970s even that had gone.

In the 1930s, the Roadside carried eggs, kaolin (clay) and timber from Ballan in addition to the usual products of the area. The potatoes mostly came from the stations between Millbrook and Ballarat, including Bungaree (bottom, page 4) but not from Ballan. The table on page 9 shows that Bungaree's potato traffic fell by 90% between 1935 and 1961. There are still potatoes grown at Bungaree, but no Roadside train calls for them, there is no station and most trains bypass Bungaree on the new short cut line.

Ballarat-Ararat

Ararat could be regarded as being on the border between the general agricultural and dairying industry to the east and the grain belt to the west. It was also the junction for the lines to Geelong and Portland, the destination of most grain collected from further west. There was probably therefore little call to ship goods and produce from stations on the Ballarat-Ararat section in a westwards direction. Thus, in the November 1964 WTT, there is not a Down Roadside Goods at all. But there was a regular Up Roadside, No. 82, which took all of 6 hours to cover the 60 miles. This was pretty speedy by Roadside Goods standards. Three and a half hours of its time were spent in station yards, either dealing with traffic or watching other trains go by.

Closer to Ballarat there were numerous local goods trains (of a sort) serving the likes of White's Siding, the Ballarat Cattle Yards and stations on the Skipton and Colac branches which left the main line at Linton Junction.

Traffic on the Ballarat-Ararat section in the hey-day of the Roadsides included oats, potatoes, cream, poultry, rabbits, honey, straw, poles, tobacco, gravel, wattle bark and wine. The gravel mostly came from a branch tramway connecting at Trawalla. The major traffic generating station for the Roadsides was Beaufort, which was a service centre about mid way between Ballarat and Ararat.

Ararat-Murtoa

In the early 1970s, Roadside Goods No 61 and 46 were among the very last trains hauled by steam. They became the target of railfan photographers, who arose at 2 am and drove bleary-eyed to arrive at Ararat before dawn, chasing No. 61 out until it crossed No. 46, then following the latter back until sundown. The marshalling of trains in the middle of the night and a pre-dawn departure for a shuffling, half-day, 54 mile trip was an aspect of railway operations that is nowhere to be seen nowadays.

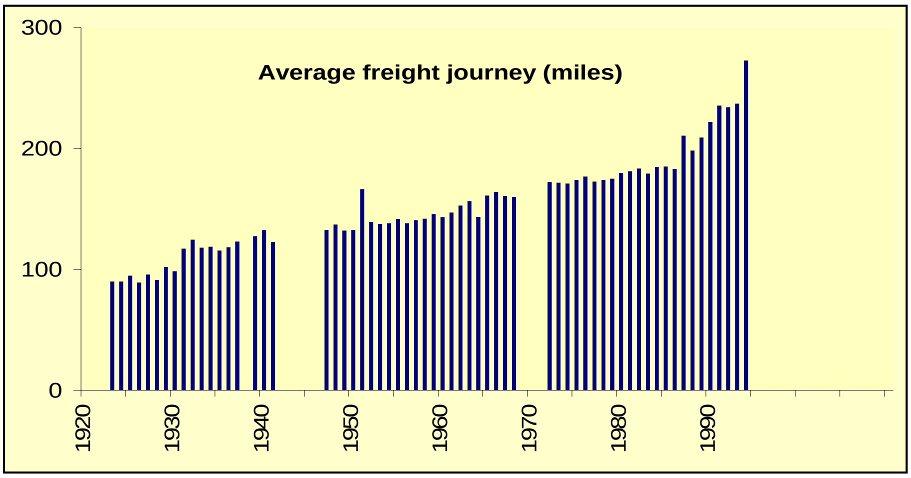
Down **MELBOURNE-ARARAT—GOODS SERVICE**—continued.

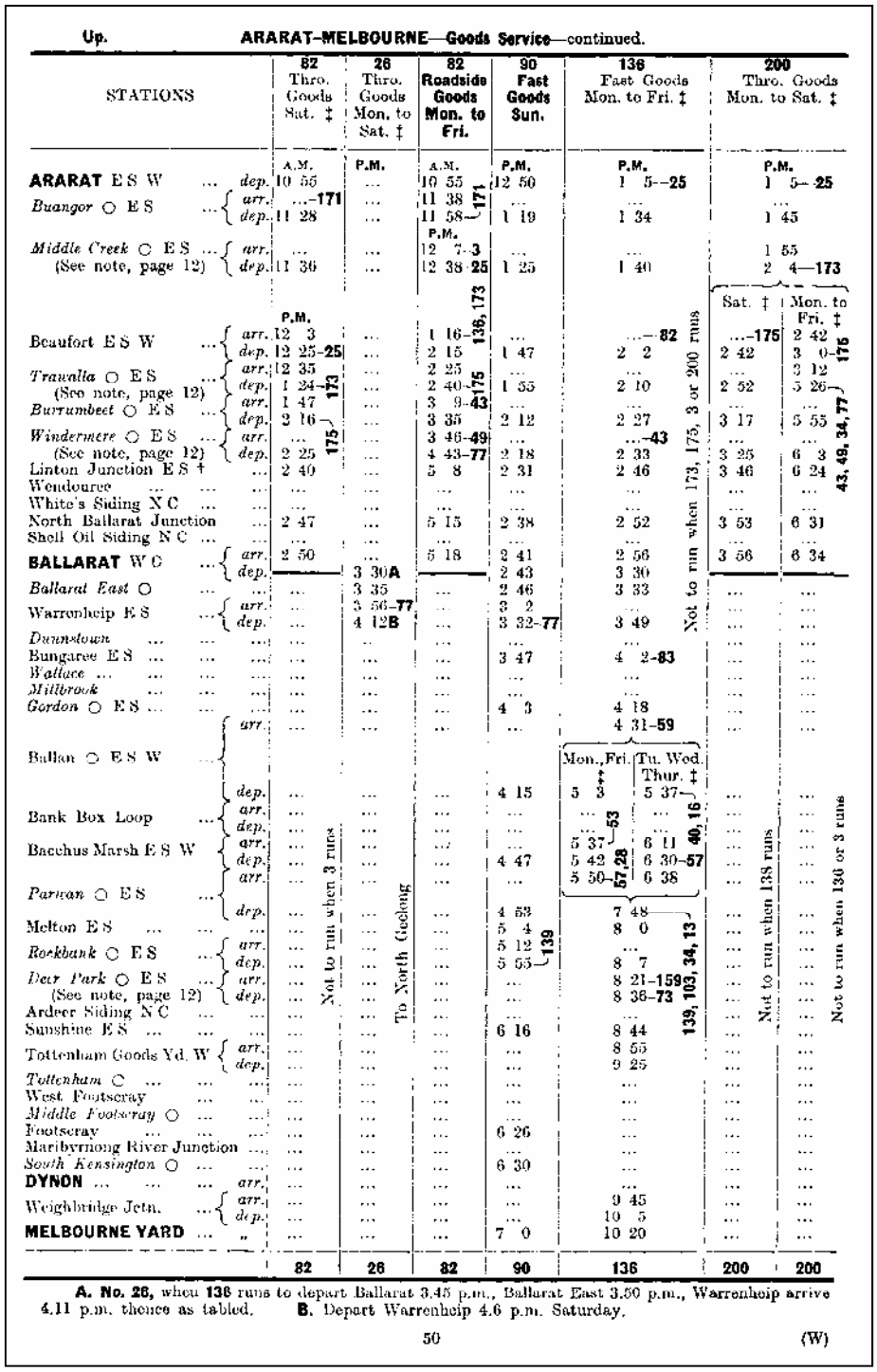
STATIONS		19 R'side Goods Mon., Thur.	65 Eng. & Van Mon. to Fri.	83 R'side Goods Thur.	77 Fast Goods Mon. to Fri.	77 Fast Goods Sun.	145 Express Goods Sat.	67 Pilot Tues.	111 Thro. Goods Mon., Thur.‡	77 Fast Goods Sat.
		P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MELBOURNE YARD—	dep.	...	...	...	11 25	12 25	...	...	...	2 15
DYNON	...	...	...	...	...	...	1 40	...	...	...
South Kensington ○ ...	...	...	...	...	11 45	12 45	...	...	...	Via
Maribyrnong River Junction	...	...	...	...	...	...	...	...	...	Goods
Footscray	...	...	...	...	11 50	12 50	...	...	...	Line
Middle Footscray ○ ...	...	From North Geelong	...	...	Via North Geelong Loop	...	...	...	From North Geelong	...
West Footscray ...	...		...	...		...	...	...		...
Tottenham ○	...		...	...		...	...	...		...
Tottenham Goods Yard W	...		...	...		...	...	...		...
Sunshine E S	...		...	...		1 0	2 5	...		2 55
Ardeer Siding N C ...	...		...	...		...	...	...		...
Deer Park ○ E S ...	...		...	...		...	2 11	...		...
(See note, page 12) ...	...									
Rockbank ○ E S ...	arr.		...	...		...–38	...	...		...
	dep.		...	...		1 20	2 24	...		3 15
Melton E S	...	...	...	...		1 28	2 31	...	...	3 23
Parwan ○ E S ...	...	...	1 25	...	...	1 39	2 41	...	...	3 34
Bacchus Marsh E S W	arr.	...	1 31	...	...	...	...	...	...	...
	dep.	...		...	...	1 45	2 47	...	...	3 40
Bank Box Loop ...	...	...	...	...	...	2 18–138	...	...	...	4 13
Ballan E S W ...	...	...	157	1 25–38A	...	2 46	3 44	...	...	4 41
Gordon ○ E S ...	arr.	...	Pilot	1 41	...	...	...	...	...	...
	dep.	...	Wed.,	2 1	...	3 2	3 56	...	...	4 57
Millbrook ...	arr.	...	Fri.	2 6	...	...	...	...	...	...
	dep.	...	P.M.	2 11	...	...	...	...	...	...
Wallace ...	arr.	...	...	2 18	...	...	...	...	...	...
	dep.	...	...	2 43	...	...	...	...	...	...
Bungaree E S ...	arr.	...	...	2 51–49	... P.M.	...	•	...	...	... –138
	dep.	...	...	3 26A	...	3 16	4 6	...	...	5 11
Dunnstown ...	arr.	...	...	3 34	...	...	...	...	...	...
	dep.	...	...	3 55	...	...	...	...	...	...
Warrenheip E S ...	arr.	3 21	...	4 1–26	...–26	...–90	...	...	...	...
	dep.	3 30–49,30	...	4 18–77	4 7–83	3 27	4 13	...	5 6	5 22
Ballarat East ○ ...	...	3 41	...	4 26	4 15	3 36	4 18	...	5 14	5 29
BALLARAT W G ...	arr.	3 44	...	4 29	4 18	3 39	4 20	...	5 17	5 32
	dep.	—	4 0	—	4 20	3 41	4 22	4 45	—	5 34
Shell Oil Sdg. N C ...	...	...	...	...	...	...	...	...	...	...
North Ballarat Junction	...	...	4 3	...	4 23	3 44	4 24	4 48	...	5 36
White's Siding N C ...	...	...	...	...	...	...	...	...	...	...
Wendouree N C ...	...	...	...	...	...	...	...	...	...	...
Linton Junction E S †	arr.	...	...	...	...	...	...	...	...	5 42
	dep.	...	4 10	...	4 28	3 51	4 30	4 55	...	6 2
Windermere ○ E S	arr.	...	...	...	...–82	...	...	...	...	...
(See note, page 12) ...	dep.	...	...	...	4 38	4 1	4 37	...	...	6 14
Burrumbeet ○ E S ...	...	...	To Ballarat Cattle Sdg.	...	4 44	4 7	4 41	To Ballarat Cattle Sdg.	...	6 20
Trawalla ○ E S ...	arr.	...		...	5 1–34	...	...		...	...
(See note, page 12) ...	dep.	...		...	5 15	4 24–110	4 53		...	6 37
Beaufort E S W ...	arr.	...		...	...–43	4 33	5 0		...	...
	dep.	...		...	5 25	5 16	5 10–34		...	6 45
Middle Creek ○ E S ...	arr.	...		...	...	...	...		...	...
(See note, page 12)	dep.	...		...	5 45	5 38	5 28		...	7 5
Buangor ○ E S ...	arr.	...		...	...	...	...		...	...
	dep.	...		...	5 52	5 45	5 30		...	7 12
ARARAT E S W ...	arr.	...		...	6 18	6 12	5 50		...	7 38 —60
							Fast Goods			
	dep.	...	...	...	6 55	7 10	7 10–60	...	...	8 15
Continued on... ...	...				Page 37	Page 37	Page 37			Pge 37
		19	157	83	77	77	145	67	111	77

The No. 145 column also carries the vertical note "See note, page 28" between Rockbank and Ballan.

A. No. 83, when **136** runs to depart Bungaree 5.3 p.m. Dunnstown arrive 5.11 p.m. depart 5.31 p.m. Warrenheip 5.37 p.m., Ballarat East 5.45 p.m., Ballarat arrive 5.48 p.m.

(W) 27





Up. ARARAT—MELBOURNE—Goods Service—continued.

STATIONS		82 Thro. Goods Sat. ‡	26 Thro. Goods Mon. to Sat. ‡	82 Roadside Goods Mon. to Fri.	90 Fast Goods Sun.	136 Fast Goods Mon. to Fri. ‡	200 Thro. Goods Mon. to Sat. ‡	
		A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	
ARARAT E S W	dep.	10 55	...	10 55	12 50	1 5—25	1 5—25	
Buangor ○ E S	arr.	...—171	...	11 38	...	...	...	
	dep.	11 28	...	11 58—171	1 19	1 34	1 45	
				P.M.				
Middle Creek ○ E S	arr.	...	...	12 7-3	...	...	1 55	
(See note, page 12)	dep.	11 36	...	12 38-25	1 25	1 40	2 4—173	
		P.M.		136, 173			Sat. ‡ / Mon. to Fri. ‡	
Beaufort E S W	arr.	12 3	...	1 16—	...	...—82	...—175 / 2 42	
	dep.	12 25-25	...	2 15	1 47	2 2	2 42 / 3 0-	175
Travalla ○ E S	arr.	12 35	...	2 25	...	...	... / 3 12	
(See note, page 12)	dep.	1 24—	...	2 40—	1 55	2 10	2 52 / 5 26—	
Burrumbeet ○ E S	arr.	1 47	...	3 9-43	...	...	... / ...	
	dep.	2 16—	...	3 35	2 12	2 27	3 17 / 5 55	
Windermere ○ E S	arr.	...	...	3 46-49	...	...—43	... / ...	
(See note, page 12)	dep.	2 25	...	4 43—77	2 18	2 33	3 25 / 6 3	
Linton Junction E S †		2 40	...	5 8	2 31	2 46	3 46 / 6 24	43, 49, 34, 77
Wendouree		...	...	...	...	...	... / ...	
White's Siding N C		...	...	...	...	...	... / ...	
North Ballarat Junction		2 47	...	5 15	2 38	2 52	3 53 / 6 31	
Shell Oil Siding N C		...	...	...	...	...	... / ...	
BALLARAT W C	arr.	2 50	...	5 18	2 41	2 56	3 56 / 6 34	
	dep.		3 30A		2 43	3 30		
Ballarat East ○		...	3 35	...	2 46	3 33	... / ...	
Warrenheip E S	arr.	...	3 56—77	...	3 2	...	... / ...	
	dep.	...	4 12B	...	3 32-77	3 49	... / ...	
Dunnstown		...	...	...	...	...	... / ...	
Bungaree E S		...	...	...	3 47	4 2-83	... / ...	
Wallace		...	...	...	...	...	... / ...	
Millbrook		...	...	...	...	...	... / ...	
Gordon ○ E S		...	...	...	4 3	4 18	... / ...	
Ballan ○ E S W	arr.	...	...	...	...	4 31-59	... / ...	
						Mon.,Fri. ++ / Tu. Wed. Thur. ‡		
	dep.	...	...	...	4 15	5 3 / 5 37—	... / ...	
Bank Box Loop	arr.	...	...	...	...	... / ...	... / ...	
	dep.	...	...	...	...	... —53 / ...	... / ...	
Bacchus Marsh E S W	arr.	...	...	...	...	5 37 / 6 11	40, 16 ... / ...	
	dep.	...	...	...	4 47	5 42 / 6 30—57	28 ... / ...	
	arr.	...	...	...	...	5 50—57 / 6 38	... / ...	
Parwan ○ E S	dep.	...	...	...	4 53	7 48	... / ...	
Melton E S		...	...	...	5 4	8 0	... / ...	
Rockbank ○ E S	arr.	...	...	...	5 12	...	... / ...	
	dep.	...	...	...	5 55—139	8 7	... / ...	
Deer Park ○ E S	arr.	...	...	...	...	8 21—159	... / ...	
(See note, page 12)	dep.	...	...	...	...	8 36—73	... / ...	139, 103, 34, 13
Ardeer Siding N C		...	...	...	...	...	... / ...	
Sunshine E S		...	...	...	6 16	8 44	... / ...	
Tottenham Goods Yd. W	arr.	...	...	...	...	8 55	... / ...	
	dep.	...	...	...	...	9 25	... / ...	
Tottenham ○		...	...	...	...	...	... / ...	
West Footscray		...	...	...	...	...	... / ...	
Middle Footscray ○		...	...	...	...	...	... / ...	
Footscray		...	...	...	6 26	...	... / ...	
Maribyrnong River Junction		...	...	...	...	...	... / ...	
South Kensington ○		...	...	...	6 30	...	... / ...	
DYNON	arr.	...	...	...	...	...	... / ...	
Weighbridge Jctn.	arr.	...	...	...	...	9 45	... / ...	
	dep.	...	...	...	...	10 5	... / ...	
MELBOURNE YARD	"	...	...	...	7 0	10 20	... / ...	
		82	26	82	90	136	200	200

Not to run when 3 runs. To North Geelong. Not to run when 173, 175, 3 or 200 runs. Not to run when 138 runs. Not to run when 136 or 3 runs.

A. No. 26, when 136 runs to depart Ballarat 3.45 p.m., Ballarat East 3.50 p.m., Warrenheip arrive 4.11 p.m. thence as tabled. **B.** Depart Warrenheip 4.6 p.m. Saturday.

50 (W)

On the days that I chased it, it was rare indeed for some traffic not to be loaded or unloaded at every station.

In the pre-dawn frosty darkness, the train examiner's boots crunch along the Ararat yard, as he makes his way down the train of largely 4-wheeled stock, checking the brakes. Three shunting engines stand empty in the yards, exhaling quietly, awaiting new crews to replace those who have gone home to breakfast. In the hours since midnight at least 9 Down goods trains have headed up the hill, so the yard by now is quite empty.

From down the hill at the locomotive depot, a short hoot heralds the arrival of J549, which trundles by on the main line and then backs onto its train. At 6 a.m., 20 minutes early, the train jerks away from the yard and sets about the climb towards Armstrong which is closed as a staff station at this time of day. The first regular call is at Seppelts Siding, half a mile short of Great Western, and it does not take much imagination to guess what sort of traffic is to be lifted here.

From Great Western the Roadsides descends to Stawell, where there is almost always traffic offering. No 61 is pictured on our cover heading west out of Stawell just after sun-up, after having paused to pick up some of this traffic. The line remains scenically interesting for some further distance, as it skirts the foothills of the Grampians. There is traffic at all the little stations, but even when there is little reason to stop to shunt, there always seems to be a train coming the other way which has to be met. At Glenorchy, No 9 Fast Goods (News), which is by now also effectively a "Roadsides", overtakes No. 61.

Finally, just after 1 p.m., No 61 pants to a stop at Murtoa—7 hours, but only 54 miles from its starting point. Approaching Murtoa, it has passed the enormous grain silo at Marmalake, capable of holding some 15 million bushels of wheat. This facility, later to be dubbed a "sub-terminal", dates from the early days of the Second World War, when large facilities for the long-term storage of wheat were needed because of the inability to export it during the war. After the war, it continued in that role and became a major target of grain trains from all over Western Victoria. The 1964 WTT contains 3 pages of timetables devoted solely to wheat trains destined for Marmalake. As many as seven wheat trains per day trundled in off the Patchewollock line, all of them steam hauled and all of them effectively "Roadsides" in nature. The 1964 summer was, as many will remember, one of the greatest wheat harvests in history, when the VR had to recall nearly one hundred steam locomotives from storage to handle the extraordinary traffic.

Along the line here the Roadsides stopped to load: wool, mining timber, pollard, ice, stone, coke, tanks, honey, kaolin, bran, "empties" (of what?) and all the usual stuff— but overwhelmingly wheat.

Murtoa-Dimboola

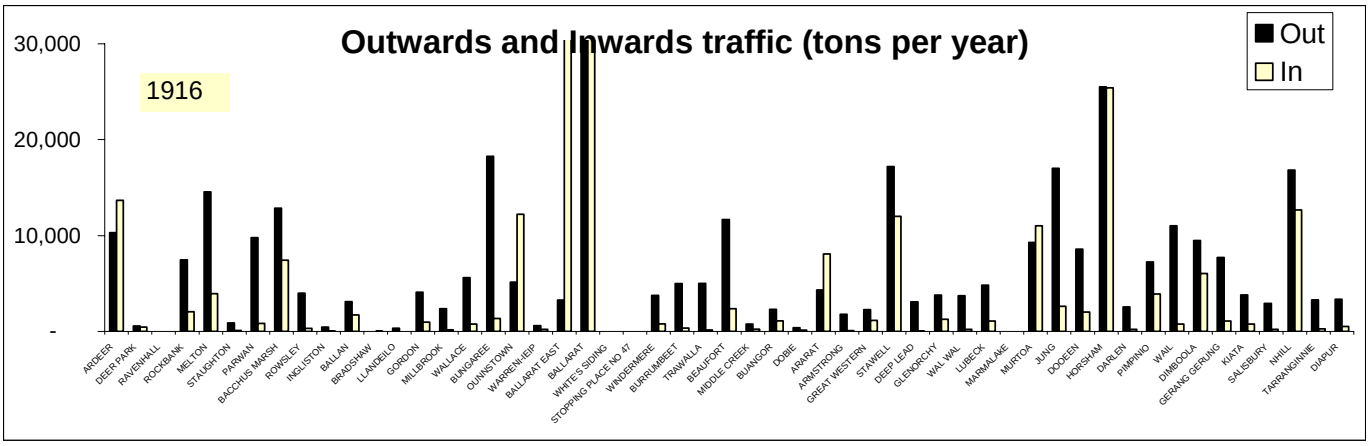
Five days per week (2 mandatory, 3 conditional) Roadside Goods No. 87 made the 38 mile run between Murtoa and Dimboola. Its Up counterpart was No 86 Through Goods, which transformed to a Roadside Goods at Horsham and back to a Through Goods at Murtoa, from where it continued as a Through Goods all the way to Ararat.

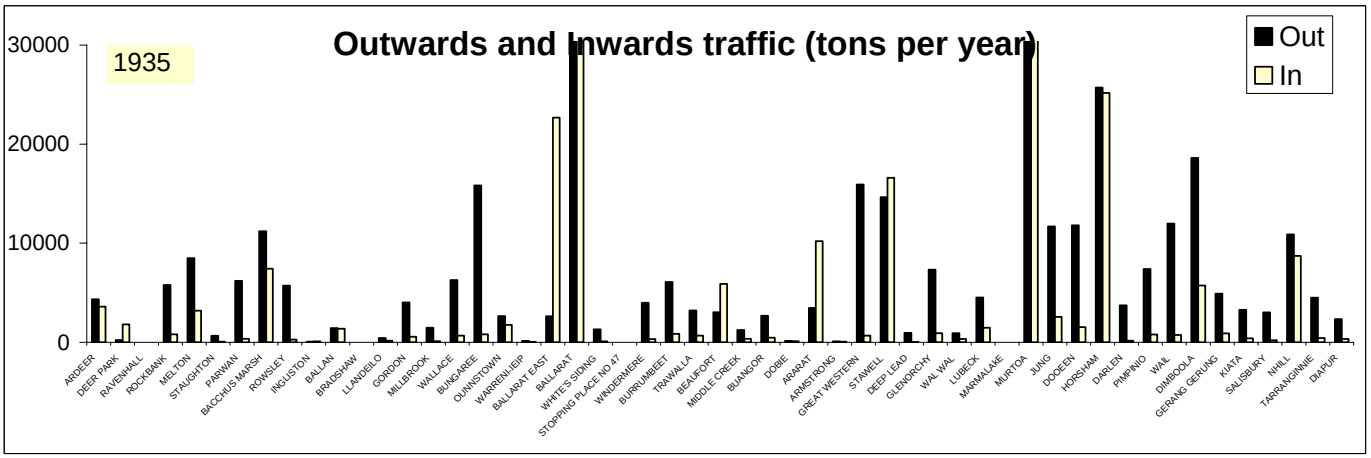
In addition to wheat, wheat, wheat and wheat, the trains also collected tomatoes, second hand machinery, butter, wool, poultry and honey.

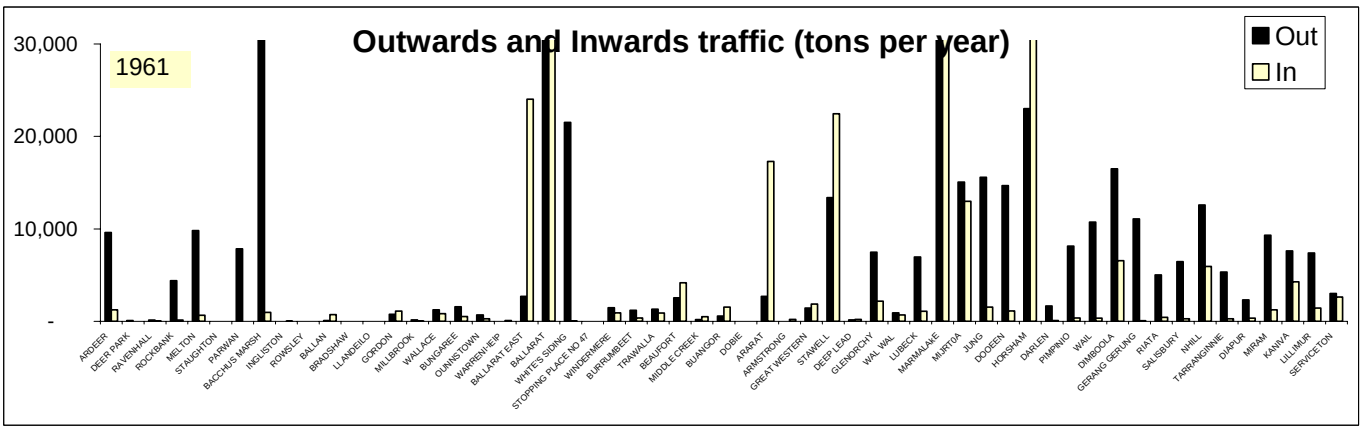
Dimboola-Serviceton

It is 8:30 on a hot Monday morning at Kiata and the heat haze is already shimmering across the flat Western plains. From high up on the silo, smudges of dust or smoke can be seen in all directions. Most are being raised by farmers harvesting their wheat, but two are being raised by the engines of approaching Roadsides Goods trains No 50 and 137 which will cross in the station yard below. They are each collecting what the farmers are out on their tractors harvesting—wheat—or drop-

	Station No.	Passenger	Goods	Sidings	Engine Shed?	TT (ft)	Goods Platforms	Goods Sheds	Grain Storage?	Cranes (tons)	Weigh-bridge	Carriage Dock	Livestock rces Sheep	Cattle
ARDEER SIDING	800		(a)	LB	L = loop									
DEER PARK	801	P	G	LB	B = Branch		2		X					
RAVENHALL	802		(a)	B	D = Dead-end			1						
ROCKBANK	803	P	G	L			1		B				SR	
COCKBILL'S SIDING	*802*		TL	L	TL = truckloads									
MELTON	804	P	G	LB(2)	(a) platform goods		2	1	B	2t	P10		SR	CR
STAUGHTON	805	RMSP	(a)	L	H = No siding		2	1	B					
PARWAN	806	P	G	LD			1	1	B		P10		SR	
BACCHUS MARSH	807	P	G	LD	X	70	2	3	B	6t	P10,50	CD	SR	CR
ROWSLEY	808	P	G	L					B					
INGLISTON	810	P	G	L			1	1					SR	
BALLAN	811	P	G	LD		70	2	1		6t	P10t		SR	CR
BRADSHAW	812	P	H	-										
LLANDEILO	813	RMSP	(a)	L										
GORDON	814	P	G	LD			2	1			10t			
MILLBROOK	815	P	G	L							6t		SR	CR
WALLACE	816	P	G	L							10t,6t		SR	CR
BUNGAREE	817	P	G	LDB			1	3			15t		SR	
DUNNSTOWN	818	P	G	LB										
WARRENHEIP	685	P	G	L			1	1						







ping off trucks to collect more wheat tomorrow. Another cloud of dust swirls around the foot of the silo as farmers queue up in their trucks to dump their harvest into the silo and into the busy trains. This is 1964, when farmers and trains were "run off their feet" to bring in a harvest of unequalled size. It is too the era of the 4-wheel wheat wagon, thousands upon thou-

	1916	1935	1961
ARDEER	23,974	7,928	10,842
DEER PARK	1,005	2,019	93
RAVENHALL	-	-	164
ROCKBANK	9,544	6,577	4,507
MELTON	18,515	11,694	10,481
STAUGHTON	1,000	726	-
PARWAN	10,628	6,575	7,846
BACCHUS MARSH	20,277	18,624	313,382
INGLISTON	4,301	5,974	35
ROWSLEY	487	146	-
BALLAN	4,852	2,822	800
BRADSHAW	35	3	-
LLANDEILO	345	595	-
GORDON	5,067	4,586	1,871
MILLBROOK	2,564	1,583	185
WALLACE	6,391	6,959	2,067
BUNGAREE	19,630	16,634	2,075
DUNNSTOWN	17,362	4,404	966
WARRENHEIP	839	178	98
BALLARAT EAST	35,903	25,299	26,732
BALLARAT	133,329	127,634	253,836
WHITE'S SIDING	-	1,388	21,557
WINDERMERE	4,561	4,300	2,385
BURRUMBEET	5,364	6,933	1,551
TRAWALLA	5,184	3,897	2,209
BEAUFORT	14,046	8,937	6,710
MIDDLE CREEK	1,025	1,578	685
BUANGOR	3,432	3,136	2,072
DOBIE	515	241	-
ARARAT	12,431	13,678	19,985
ARMSTRONG	1,895	171	196
GREAT WESTERN	3,415	16,587	3,288
STAWELL	29,203	31,242	35,806
DEEP LEAD	3,092	971	370
GLENORCHY	5,050	8,243	9,662
WAL WAL	3,936	1,253	1,625
LUBECK	5,922	5,975	8,037
MARMALAKE	-	-	295,019
MURT0A	20,310	64,437	28,048
JUNG	19,652	14,273	17,110
DOOEEN	10,625	13,334	15,810
HORSHAM	50,919	50,853	68,206
DAHLEN	2,798	3,892	1,760
PIMPINIO	11,143	8,190	8,481
WAIL	11,782	12,742	11,059
DIMBOOLA	15,525	24,347	23,047
GERANG GERUNG	8,815	5,786	11,140
KIATA	4,582	3,697	5,443
SALISBURY	3,177	3,217	6,724
NHILL	29,497	19,604	18,518
TARRANGINNIE	3,562	4,926	5,598
DIAPUR	3,868	2,665	2,671
MIRAM	7,374	8,259	10,535
KANIVA	8,469	11,344	11,879
LILLIMUR	7,212	9,465	8,816
SERVICETON	2,378	8,667	5,651
	636,807	629,188	1,307,633

sands of which were needed to carry away a crop like this. Every inch of siding space is full with them, a never to be repeated scene.

The section between Dimboola and Serviceton was, at some 63 miles, the longest over which a Roadsides was required to operate on the Western line and, not surprisingly each spent some 6 hours or more on the task, notwithstanding the easy nature of the line.

The big picture

In summary, a lunchtime snapshot or train graph would have shown 10 Roadside Goods trains on the move (or more likely stationary) on the Victorian Railways western line in 1964. This is 10 trains more than one could find today. Where did they go?

The chart on page 4—a kind of bastardised train graph—has been compiled from the VR Western and South Western Working Time Table of 2nd November 1964, the relevant tables from which are scattered through our pages. I have tried to show all trains (except the plethora of local trains in and around Ballarat) so that their termini, the times at which they run and the type of work they did can be seen. The Roadside Goods trains are shown with dark dashed lines.

It is fairly apparent that most trains were short distance, the VR classifying them, in order of length of journey, speed and importance as:
Roadside Goods (brown dashed)
Goods (blue)
Light engines (red)
Through Goods (blue)
Fast Goods (dark green)
Express Goods (green dashed).

The chart at the foot of page 6 shows how the average distance a ton of freight was carried in Victoria rose from under 100 miles to well over 200 miles in the second half of the twentieth century. In 1950, a goodly proportion of the freight which moved, moved in trains like those which I have just described. By 1990, those trains had vanished. The length of freight haul represents the total domination of freight moving in the Albury-Melbourne-Serviceton corridor– only crumbs are left for the intrastate lines and nothing at all for the many branches of 1950, nor their daily Roadside Goods.

On our page 13 is a Load Table from the 1964 WTT, showing that Roadsides Goods were specially catered for– this was because they stopped everywhere and could not make use of "momentum grades" to get them over short grades near stations.

Only the Roadside Goods generally served the smaller stations– which is to say they served everything except Ballarat, Ararat, Murtoa, Horsham and Dimboola. Through, Fast and Express Goods called only at these latter stations to gather up what the roadsides had assembled for them. Each echelon of goods services thus acted as a kind of "sweeper" for the next-higher echelon and this required the construction of marshalling yards at roughly 50-mile intervals to gather everything up. And not only marshalling yards, but locomotive depots, administrative centres, homes for staff and even entire towns– the Roadsides had widespread flow-on effects. With the disappearance of the Roadside goods, a great deal of this infrastructure has evaporated. .

It is doubtful in the extreme that significant traffic ever moved from one small station to the next on the Roadsides– or any train for that matter. Statistics for such things are exceptionally hard to come by– few railways collated them and those that published them stopped doing so a century ago. The Tasmanian Government Railways published such results for a while and one

Miles	STATIONS		101 Fast Goods Tue. to Sat.	103 Thro. Goods Mon. to Sat. ‡	91 Goods Mon. to Sat. ‡	27 Thro. Goods Tues.	61 Roadside Gds. Mon., Wed. to Sat.	61 Roadside Goods Tues.
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
131	**ARARAT** ES W ...	arr.	3 22	...	...	—	-wt,12,14	...
		dep.	5 25	5 50	5 50–wt 12	6 30–12,14	6 20	7 10
136½	*Armstrong* ○ ES ...	arr.	...	...	...	...	...	...
	(See note, p. 12)	dep.	5 35–140, 10	6 3–wt 12	6 3	6 43–wt 12,14	6 34–91,38,160,38A	7 24
141¼	Seppelt's Siding NC	arr.	...	...	...	...	6 44	7 34
		dep.	...	...	...	...	6 54	7 49
141¾	*Great Western* ○ ES	arr.	...	—wt 14	—wt 14	...	6 59	7 54F
	(See note, p. 12)	dep.	5 44	6 14	6 14	6 52–91	7 19	8 33—138A
		arr.	...	...	6 35–38,61,27,38A	7 13	7 43	8 57–160
150	**STAWELL** ES W		—wt 12, 14		Eng & Van	-38A		
		dep.	6 1	6 35	8 15	8 30–38		9 15
154¾	*Deep Lead* ○ ES ...	arr.	...	...	...	8 42		9 29
	(See note, p. 12)	dep.	6 11	6 48	8 25	9 3–160		9 44—24
			Run as tabled for Wed., Fri., Sat. between Lubeck and Horsham when 38A does not run	Run as tabled for Mon., Wed., Fri. Sat. between Glenorchy and Lubeck when 38A does not run	Not to run when 103 runs			
				Tue., Thur. ‡ | Mon., Wed. Fri., Sat. ‡				
162½	Glenorchy ES ...	arr.	...	... | 7 5	8 39	9 24–42		10 3—136,42,9
		dep.	6 25	7 5 | 7 33–38		9 35		10 50
		arr.	...	7 20 | ...	87	... 24		11 7
169	*Wal Wal* ○ ES ...			–38A	R'side Gds.			P.M.
	(See note, p. 12)	dep.	6 37	7 43 | 7 50	Tues. Fri. (Mon. Wed. Thur. ‡)	9 51		12 20—52,138,46,86
			Tue., Thurs. | Wed., Fri. Sat.					
175	Lubeck ES ...	arr.	... | 6 48	7 59 | 8 4		10 7–9		12 33—196,66,130
		dep.	6 48 | 7 14–38	8 20–42	...	11 30		12 46
184¾	M'lake NC ES (See n.p. 13)		... | ...	...	...	...		...
185¼	**MURTOA** ES W ...	arr.	7 9 | ...–42	8 50–24	A.M.	To Marnoo		1 10–142, 60
			–38A		10 10–136			
		dep.	7 19 | 7 38	9 17–146	10 30—142,138	...		...
192	Jung ES ...	arr.	... | ...	...	P.M.	136,46,138 ...		...
	(See note, p. 12)	dep.	7 34 | 7 52–160	9 37	12 6–86,9	...		...
198¼	*Dooen* ○ ES ...	arr.	... 160 | ...	...–86	12 24—60	...		...
	(See note, p. 12)	dep.	7 46—24,86 | 8 4	9 53	12 39	...		...
		arr.	7 56 | ...–24,86	10 6—142,138	12 54	...		...
203¼	**HORSHAM** ES W							
		dep.	8 12 | 8 14–24,86	11 13–142A,60	1 30	...		...
209	Dahlen Siding NC ...		...	...	...	...		...
213½	*Pimpinio* ○ ES ...	arr.	...	...	1 53—36	...		...
	(See note, p. 12)	dep.	8 34	11 41	2 40—34	...		...
219¼	*Wail* ...	arr.	...	...	2 51	...		...
		dep.	...–142,136	P.M.	3 1	...		...
224¾	**DIMBOOLA** ES W	arr.	8 56	12 11—62	3 14–164	...		...
		dep.	9 50—138,13			...		...
235¼	*Gerang Gerung* ...	arr.	...	...	...	...		...
	(See note, p. 12)	dep.	...	...	...	...		...
240	*Kiata* ○ (See nte, p. 13) ...		10 23–62,118	...	...	...		...
242½	Salisbury NC		...	...	...	...		...
248¼	Nhill E S		10 41—62	...	...	...		...
255½	Tarranginnie N C ...		...	...	...	...		...
259½	*Diapur* ○ ES W ...	arr.	...—116,81	...	...	...		...
	(See note, p. 13)	dep.	11 3	...	...	...		...
				...	...	...		...
			Sat. | Tue. to Fri.					
266½	*Miram* (See note, p. 12) ...	arr.	... | 11 30	...	...	...		...
272½	Kaniva E S ...			P.M.				
		dep.	11 30–34 | 12 16–34	...	...	...		...
278¾	*Lillimur* (See nte, p. 12) ...		...–34 | ...	...	...	...		...
287	**SERVICETON** ES W	arr.	11 57 | 12 43	...	...	...		...
	(Vic. Time)							
		arr.	11 27 | 12 13	...	...	...		...
	(S.A. Time) ...							
			P.M.					
		dep.	1 10	...	...	...		...
			Wed. to Sun.					
482¾	**ADELAIDE** (Mile End)	arr.	4 10 A.M.	...	...	...		...
			101	103	87	27	61	

Not to run when 91,160 or 136 runs

F. When 38A does not run depart Great Western 8.20 a.m., arrive Stawell 8.44 a.m.

Up **SERVICETON–ARARAT—Goods Service**—continued.

STATIONS	76 Goods Mon. to Sat. ‡	146 Light Engine Mon to Sat. ‡	46 Roadside Goods Mon. to Sat.	52 Thro. Goods Wed.	86 Thro. Gds. Tue. to Sat. (Mon. ‡)
	A.M.	A.M.	A.M.	A.M.	A.M.
ADELAIDE ... *dep.*	...	...	...	...	...
(Mile End) (S.A. Time)					
(S.A. Time) ... *arr.*	...	...	...	...	...
(Vic. Time) ... *arr.*	...	...	...	...	...
SERVICETON					...
(Vic. Time)ESW *dep.*	...	...	...	...	...
Lillimur	...	...	...	...	
(See note, page 12) ...	...	...	...	...	...
Kaniva E S	...	...	...	...	...
Miram (See note, p. 12)...					
Diapur ○ E S W ...	...	...	...	...	...
(See note, page 13)					
Tarranginnie N C ...	...	...	...	...	...
Nhill E S	...	...	...	...	...
Salisbury N C	...	...	...	...	...
Kiata ○ E S	...	...	...	...	...
(See note, page 13)					
Gerang Gerung	...	...	...	...	...
(See note, page 12)					
DIMBOOLA E S W ...	...	...	...	...	6 35
Wail	...	...	...	...	...
Pimpinio ○ E S ...	...	...	...	...	6 56
(See note, page 12)					
Dahlen Siding N C ...	...	...	...	...	...
HORSHAM ... *arr.*	...	...	...	...	7 12
E S W *dep.*	...	8 45	...	...	9 35 **B**
Dooen ○ E S ... *arr.*	...	...	...	...	9 49
(See note, p. 12) *dep.*	...	8 53	...	...	10 4
Jung E S ... *arr.*	...	...	...	...	10 22
(See note, p. 12) *dep.*	...	9 2	...	...	10 35
MURTOA E S W *arr.*	...	9 12	...	...	10 50
dep.	...	...	9 30	...	11 25
Marmalake N C E S ...	...	...	...	...	...
(See note, p. 13)					
Lubeck E S ... *arr.*	...	...	9 59	10 19	...
dep.	...	...	10 46	11 33	11 58
Wal Wal ○ E S *arr.*	...	...	11 1	...	...
(See note, p. 12) *dep.*	...	...	11 11	11 51	12 15
arr.	...	...	11 28	12 11	12 35
Glenorchy E S ...	—61		P.M.—138	–105	Tue., Thu., Sat.
dep.	11 5A	...	12 10	1 11	1 11
Deep Lead ○ ES *arr.*	...	...	12 46–105	1 45	1 45
(See note, p. 12) *dep.*	11 42	...	12 58	2 1	2 1
arr.	11 56—105	...	1 14—25	2 20	2 20—107
STAWELL E S W	Mon. to Thur. ‡ / Fri., Sat. ‡		—107	–107	
dep.	P.M. 12 22 **E** / P.M. 12 55—138	...	2 11	2 50	2 50
Great Western ○ ES *arr.*	... / 1 24–107	...	...	...	...
(See note, p. 12) *dep.*	12 51 / 1 54	...	2 40	3 19	3 19
Seppelt's Siding N C ...	... / ... 25	...	...	...	...
Armstrong ○ E S *arr.*	1 19 / ...	...	...	3 47	3 47
(See note, p. 12)	107, 25			–34, 109	Tue., Thr. / Sat
dep.	1 45 / 2 25	...	3 8	4 25	4 25 / 4 35
ARARAT E S W *arr.*	2 15 / 2 53	...	3 38	4 55	4 55 / 5 5
dep.					
Continued on... ...					
	76 / 76	146	46	52	86 / 86 / 86

	–52, 130 Wed. Fri (Mon. ‡
Tue., Thu., Sat.	
1 11	2 11–66
1 45—25	...—101
2 1	2 46
2 20—107	3 1
2 50	—34 3 55
...	4 24
3 19	4 34–10
...	...
3 47—34, 109	5 5
4 25 / 4 35	5 41—4
4 55 / 5 5	6 11

Not to run Monday when 130 runs

From Marnoo

Roadside Gds 146, 160, 3

101, 13, 24

A. No. 76 when 136 runs, to depart Glenorchy 11.22 a.m., Deep Lead 11.59 a.m., Stawell arrive 12.13 p.m., thence as tabled for Friday, Saturday.

B. No. 86, when 136 runs, departs Horsham 9.15 a.m. arrive Dooen 9.29 a.m., cross 136 thence as tabled.

E. No 76, when 138 runs, Mon. to Thur. to run as tabled for Fri., Sat.

Headed for the Roadside Goods. In 1934, nearly 9,000 truckloads of sheep travelled on the Sunshine-Serviceton line, usually by the Roadsides, though sometimes in sheep specials. Here we see a flock heading down Church St in Bacchus Marsh to catch the Roadside. Every aspect of this once common scene has vanished along with the Roadside Goods itself.

can see that "intermediate to intermediate" traffic was vanishingly small. In 1893, for instance, on the Strahan-Zeehan line, which moved 153,000 tons of freight in that year, a mere 0.55 tons moved between the small stations.

The table on page 8, which has been compiled from the VR's supplementary WTT volumes '*Directory of Stations*', shows the facilities for goods traffic on the Melbourne-Ballarat section. One can see that all types of traffic were provided for—general goods, livestock, grain, parcels. This was no mere convenience, it was a legal necessity because the VR was a "Common Carrier", required by law to accept almost any freight capable of being handled. The charts on page 8 and the table on page 9 show just how large—or, by modern standards, how small—this traffic could be. The charts are truncated at 30,000 tons per year.

Note how incoming traffic to the intermediate stations (smaller than the outgoing in the first place) shrinks much faster than the outgoing traffic, particularly at the eastern (Melbourne) end. Particularly notable at this end is the Bacchus Marsh outgoing traffic. Were the chart not truncated, this traffic would be seen to be the highest on the line. It was 99% brown coal. Further west, the siding at Marmalake shows a similar jump but here the incoming and outgoing traffic are equal, a consequence of Marmalake being a "staging post" for export grain. Traffic from stations east of Ararat have almost fallen completely away by 1961, but west of there wheat traffic has, if anything, grown. The high level of incoming traffic to Ballarat East, at around 30,000 tons per year is at first surprising, but this was locomotive coal. All stations with loco. depots show similar preponderance of incoming over outgoing.

The table on page 9 reveals that, for most of the small stations, the total traffic handled, inward and outward, could be handled by a single train of today– indeed in many cases, a single train of the period.

Before the First World War, when "transport" meant "rail transport", the question of rail retaining the lion's share of this transport task was simply unaskable. After the war, when returning soldiers in particular saw an opportunity in using road motors for transport it began to creep into the consciousness. By the 1920s, it was sufficiently alarming that most State Governments moved to protect the traffic of the railways which they owned by enacting draconian road regulation. You can see why– State-owned railways, despite the fiddly nature of their traffic, were money-spinners for their owners. In the years before the First World War, railways made a profit over and above their capital cost– so much so that railway profit funded the entire Education and Health systems of several States. This was something worth protecting. It kept the road lobby at bay for 30 years and gave an extended lease of life to the Roadside Goods.

The natural advantages and attractiveness of road over rail transport did not manifest themselves or did not begin to be exploited until well after the Second World War. Trucks were small and slow, roads were poor and road transport was held back by Government regulation. So long as there appeared to be no disadvantage in the triple handling required to get rural goods to market, nor for rural communities to receive their supplies the same way, the Roadsides was safe.

A landmark High Court case in 1954 put an end to all that and, it can be fairly said, the case sealed the fate of the Roadside Goods. In the 1970s, common carrier requirements were abolished and road transport was further deregulated. This had a dramatic impact resulting in the loss to road of much non-bulk freight, other than some containerised commodities. Rail's response was the creation of Regional Freight Centres that drastically reduced the number of stations handling general freight from around 450 to 46 and eliminated the need for regularly scheduled Roadside Goods train operations on most branch and secondary lines. In this period, the requirement to carry LCL traffic was also removed and by the mid 1980s rail had abandoned the carrying of livestock traffic.

Block container trains were introduced, serving regional intermodal terminals. There was a major reduction in the shunting task and closure of numerous shunting yards. All other commodity movements were consolidated into full train loads or were handled using blocks of wagons attached to scheduled services.

Re-structuring of grain operations including new locomotives and wagons, block train operations, introduction of Central Receival Points with rapid unloading and outloading facilities and construction of the North Geelong Grain Loop then ate into short-haul grain traffic. Introduction of bunker storage (thus effectively eliminating traditional massive peak harvest movements) enabled train operations to be pre-planned based around export shipping programmes and domestic grain consumption. The average size and weight of grain trains more than doubled during this period.

NOW you can see what happened to the Roadside Goods– there was nothing left for it to do.

A cynic would say there never was.

Further reading and sources of information

Those interested in reading more of what goods train services were really like in Australia 50 years ago could do no better that read Ron Preston's "The Day of the Goods Train". A good exposition of how Way Freights are run in the USA in 2007 can be found in the July 2007 issue of Trains magazine. An excellent summary of the Victorian situation is an a presentation by John Hearsch to the RTSA in Wagga Wagga earlier this year. The traffic statistics came from VR Annual Reports and from a "Central Western District" typescript statistics book won at an AATTC Auction.

MELBOURNE TO BALLARAT (VIA BACCHUS MARSH) AND ARARAT.

Engine Running Time: Roadside Sectional Loads 3/5ths Load.	4/5ths Load.	Full Load.	Through Trains: Ruling Grade Loads 3/5ths Load.	4/5ths Load.	Full Load †	Full Load 'R' Class	Full Sectional Loads. Tender First.	No. 103 Express G'ds 'B' 400 t'ns	Nos. 139, 159 Exp. Gds 2 'S' 1400 tns., 2 'B' 1300 tons, 'S' 700 tons, 'B' 650 tons.	§ "B" 500 tons.	Fast Goods "B" 650 tons. 2 "B" 1300 tons. 2 "S" 1560 tons.	Fast Goods "B" 750 tons.	Mileage.	SECTION. DOWN.	S.	B.	T.	J.	R.	K. or N.		Y.	W.
Via Tottenham Goods Line.											Via Pass. Lines											
12	13	15	12	13	15	...	...	...	...	...	...	...	2	Melbourne Yard to— Sth. Kensington	...	...	...	...	...	...	...	...	...
11	12	13	11	12	13	...	...	...	...	...	...	...	6	Tott'hamYard (c) or West F'scray(c)	...	...	...	800	900	725	...	700	725
9	10	11	8	9	10	...	...	25*	25*	22	25	...	8	Sunshine	1800	1600	1200	950	1050	800	...	800	...
...	...	...	...	...	...	...	...	...	...	...	...	...	10	Ardeer Siding	...	...	...	...	...	...	...	...	...
8	9	11	7	8	9	...	...	...	...	...	...	...	11	Deer Park	1800	1800	1400	900	1000	800	...	800	900
19	21	24	16	17	18	...	...	15*	19	20	20	...	19	Rockbank (c)	...	...	...	...	...	...	...	...	
11	12	13	9	10	11	...	...	5*	7*	10	8	...	23	Melton	1500	1400	1000	720	745	665	...	520	...
15	16	19	12	13	14	...	...	9*	10	12	11	...	29	Parwan	...	...	...	...	...	...	...	...	...
6	6	7	6	6	6	...	...	5*	6*	7	6	...	32	Bacchus Marsh	1200	1000	800	630	645	580	...	450	...
27	33	39	25	30	36	30	...	21*	30*	26	33	...	40	Bank Box Loop	...	...	...	...	...	...	...	...	...
27	33	41	25	30	38	30	...	19*	27*	24	28	...	50	Ballan	780	650	400	370	365	345	...	300	...
16	19	22	15	18	21	...	...	11*	12*	17	16	...	57	Gordon	...	...	...	...	...	...	...	...	...
5	6	8	4	5	6	...	...	...	...	...	...	...	59	Milibrook	...	...	...	...	...	...	...	...	...
7	8	10	6	7	9	...	...	...	...	...	...	...	62	Wallace	850	700	450	405	400	390	...	350	...
6	6	7	5	5	6	...	...	10*	10*	15	14	...	64	Bungaree	...	...	...	...	...	...	...	...	...
8	9	11	7	8	9	...	...	...	...	...	...	...	68	Dunnstown	...	...	...	...	...	...	...	...	...
6	7	8	5	5	6	...	...	7*	7*	12	11	...	70	Warrenheip (c)	1600	1400	800	525	525	500	...	390	...
														" (c), (x)	1800	1600	900	630	645	580	...	450	...
...	...	...	...	...	...	...	...	...	...	8	...	...	73	Ballarat East	...	...	...	...	...	...	...	...	...
11	12	14	9	10	11	...	...	7	8*	5	12	11	74	Ballarat (d)	2100	2100	2100	1250	1250	1045	...	815	...
...	...	...	...	...	...	...	...	...	...	...	...	...	75	North Ballarat	...	...	...	...	...	...	...	...	...
10	11	12	8	10	13	...	14	...	7*	...	8	8	77	Linton Junction	1500	1400	900	500	500	480	...	450	...
														" " (h)	1800	1800	1400	820	820	800	...	900	...
12	13	14	12	12	13	...	17	...	7*	...	10	10	84	Windermere	...	...	...	...	...	...	...	...	...
7	8	10	6	7	8	...	10	...	4*	...	6	6	87	Burrumbeet	...	...	...	...	...	...	...	...	...
22	24	26	20	21	23	...	28	...	12*	...	17	18	98	Trawalla (c)	...	...	...	900	1000	800	...	620	...
11	12	13	9	10	11	...	13	...	6*	...	8	8	103	Beaufort (c)	1800	1800	1400	570	580	545	...	425	...
25	28	31	23	26	29	...	...	...	14*	...	20	22	113	Middle Creek	900	750	500	405	400	390	...	350	...
8	9	11	7	8	8	...	...	...	4*	...	7	7	117	Buangor	1800	1800	1600	1250	1250	800	...	620	...
33	36	40	30	33	37	...	...	...	20	...	26	28	131	Ararat	900	750	500	405	400	390	...	350	...

§1.50 a.m. News Goods (via Passenger Lines). *Schedule based on trains running non-stop at these stations.

† Except 'R' class between Bacchus Marsh and Ballan.

Engine Requirements.

Down journey—	"R" Class.	Other Classes.
Bacchus Marsh	8 minutes ...	9 minutes (Roadside trains only).
Beaufort	Nil	5 minutes " " "

(For Notes see pages 181 to 184).

Diesel Days on the SMR

Uncovered in a recent AATTC Auction, by Geoff Lambert

South Maitland Railways Pty. Limited

DIESEL PASSENGER

TRAIN SERVICES

TIMETABLE — Commencing Sunday, 17th OCTOBER, 1965

To CESSNOCK **To MAITLAND**

MONDAYS TO FRIDAYS

	C1	707●	C3	C5	C13	C15	C17	755●	755●
Connecting Gov Train	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Leaves Newcastle		5.00		6.40	3.04	4.15	5.35	**	***
Arrives Maitland		5.41		7.33	3.45	5.08	6.16	8.32	8.42
MAITLAND	4‖58	5.48	6.08	7.52	3.50	5.10	6.24	8.34	8.44
E. GRETA JNC.	5.00		6.10	7.54	3.52	5.12	6.26		
EAST GRETA			6.13	7.57	3.55	5.15	6.29		
BEE SIDING			A	A	A	A	A		
KURRI KURRI			6.24	8.08	4.06	5.26	6.40	8.46	8.56
WESTON			6.27	8.12	4.09	5.29	6.43	8.49	8.59
ABERMAIN			6.31	8.16	4.13	5.33	6.47		
NEATH			6.33	8.19	4.15	5.35	6.49		
CALEDONIA			6.40	8.26	4.22	5.42	6.56		
CESSNOCK	5.25	6.15	6.43	8.30	4.25	5.45	6.59	9.03	9.13

	C2	700●	C4	C6	C14	C16	C18	756●	756●
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m. Mon to Thurs.	p.m. Fri.
CESSNOCK	5.30	6.44	7.02	9.30	4.27	5.50	7.05	9.10	9.20
CALEDONIA	5.33		7.05	9.33	4.30	A	7.08	9.13	9.23
NEATH	5.39		7.11	9.39	4.36	A	7.14	A	A
ABERMAIN	5.41		7.13	9.41	4.38	A	7.16	9.23	9.33
WESTON	5.45	6.57	7.17	9.45	4.42	A	7.20	9.27	9.37
KURRI KURRI	5.47	6.59	7.19	9.47	4.44	A	7.22	9.30	9.40
BEE SIDING	A		A	A	A	A	A	A	A
EAST GRETA	5.57		7.29	9.57	4.54	A	7.32	A	A
E. GRETA JNC.	6.01		7.33	10.01	4.58	A	7.36	9.44	9.54
MAITLAND	6.04	7.11	7.36	10.04	5.01	6.20	7.39	9.46	9.56
Connecting Gov. Train Leaves Maitland	6.14	7.12	7.42	10.10	5.22	6.44	8.00	9.50	10.00
Arrives Newcastle	7.05	¶	8.34	10.53	6.12	7.27	8.43	10.33	10.45

‖ From Maitland 4.58 Mondays only.
** From Gosford, connects with Electric Train leaving Sydney at 5.30 p.m. on Mondays to Thursdays.
*** From Broadmeadow, connecting with Cessnock Express leaving Sydney at 5.30 p.m. Fridays.

SATURDAYS

	707●	C23	C25	C27	C31
	a.m.	a.m.	a.m.	a.m.	p.m.
Connecting Gov. Train Leaves Newcastle	5.00		6.40	* 9.28	12.10
Arrives Maitland	5.41		7.35	10.38	1.03
MAITLAND	5.46	6.13	7.50	10.43	1.07
E. GRETA JNC.		A	7.52	10.45	1.09
EAST GRETA		A	7.55	10.48	1.12
BEE SIDING		A	A	A	A
KURRI KURRI		A	8.06	10.59	1.23
WESTON		A	8.10	11.02	1.26
ABERMAIN		A	8.14	11.06	1.30
NEATH		A	8.17	11.08	1.32
CALEDONIA		A	8.24	11.15	1.39
CESSNOCK	6.13	6.43	8.28	11.18	1.42

	700●	C22	C24	C26	C30
	a.m.	a.m.	a.m.	p.m.	p.m.
CESSNOCK	6.44	7.11	9.07	12.16	1.46
CALEDONIA		7.14	9.10	12.19	1.49
NEATH		7.20	9.16	12.25	1.55
ABERMAIN		7.22	9.18	12.27	1.57
WESTON	6.57	7.26	9.22	12.31	2.01
KURRI KURRI	6.59	7.28	9.24	12.33	2.03
BEE SIDING		A	A	A	A
EAST GRETA		7.38	9.34	12.43	2.13
E. GRETA JNC.		7.42	9.38	12.47	2.17
MAITLAND	7.11	7.45	9.41	12.50	2.20
Connecting Gov. Train Leaves Maitland	7.12	7.50	9.47	12.55	Stable 2.25
Arrives Newcastle	¶	8.41	10.30	1.38	3.06

* Connections from Sydney Departing 7.40 a.m. Saturdays.
● Through N.S.W.G.R. two-car diesel trains.
A stops to pick up or set down passengers as required; passenger to notify guard.
¶ To Gosford, connecting with electric train for Sydney arrives 10.10 a.m. — 10.13 a.m. Saturdays

R. W. GARNHAM, General Manager.

Tippet & Cliff Printers, Maitland

The South Maitland Railways was one of the largest private systems in Australia and provided passenger services from Maitland to Cessnock for many years. In 1930 however, the SMR's carriage shed and all its carriages were burned in a mysterious fire and the SMR handed over its passenger services to be run by the NSWGR, who even provided a through-running Cessnock Express from Sydney's Central station. Thirty years were to pass before the SMR ventured to run its own passenger trains again—they purchased three diesel hydraulic cars from Tullochs and recommenced their own service., the first trains running on 1st October 1961. The timetable above is a wall-sheet timetable for this service from 1965. It did not last– passenger traffic declined and the SMR railcar service ceased on 25th January 1967. The NSWGR continued to operate some through trains from Newcastle (they are also present in the table above) until 26th May 1972.

There has been nothing since.

Hike trains in Western Australia

DAVID WHITEFORD *recalls more about Destination "X"*

Hike trains were very popular in WA during the 1930s, offering cheap rail day excursions. During the hike season, winter and spring, many trains would be run to a variety of destinations and while most trains were from the Perth metropolitan area, regional centres occasionally had their own hike trains.

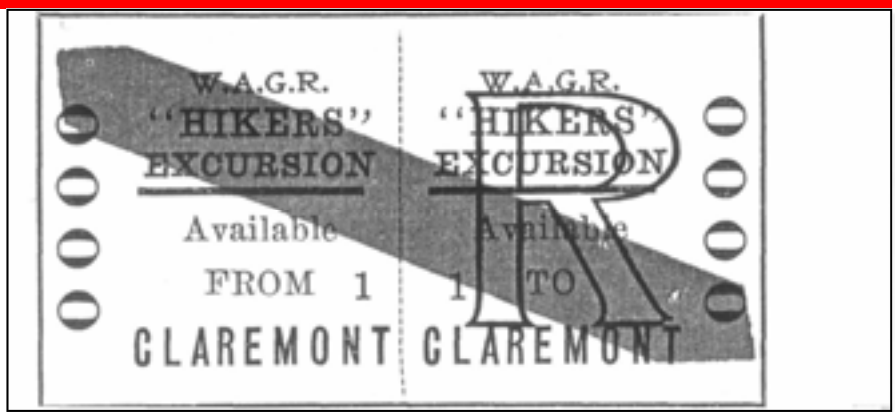
The trains were one class and generally had one fare covering children and adults. Passengers joining from country stations close to the destination would usually have a cheaper formula and in some cases if a "second class holiday excursion" fare was less than the hiker's excursion fare the former was used as a child fare. Hot water and fresh milk were usually provided free of charge at the lunch spot with light luggage carried from the station to the site. Special train notices and "stickers" were to be displayed "on station notice boards in the best positions".

Printed Hikers' Excursion tickets were available but stations not holding stocks issued 2nd class blank paper special excursion tickets. Tickets could be sold in advance but had to be dated for the nominated hike day.

The 1937 season began on Sunday June 20 and all subsequent trains were run on Sundays. The destination was Waroona with a train from Fremantle and one from Perth. Over 4 hours were provided at Waroona with hikers likely travelling to the hills to the east. Both trains returned only to Perth with suburban passenger trains connecting to Fremantle and Midland, the only time in 1937 when this occurred.

The second Hikers' excursion of 1937 was to Serpentine, with a hike to the Serpentine Falls. A similar excursion in 1932 was featured in The Times of November 2006 and July 2007 when promoted as a Mystery Hike to "Destination X", the train crews receiving sealed instructions before departure from Perth. On Sunday July 11 1937 two trains were scheduled and this time one did return to Fremantle. Passengers could join the train between Armadale and Serpentine though no fare was posted for these stations. Homeward bound passengers for stations Mardella to East Perth inclusive travelled by the scheduled #168 passenger ex Serpentine 5.15pm, following the departure of both specials which ran through to Armadale and then Perth. The hike to the falls was approximately 2 miles over a good road.

Number 3 was to Harvey on 1 August with hikers travelling approx. 2 1/2 miles to Harvey River Weirs. While the Serpentine



Hike instructions in the Weekly Notice did not mention hot water / milk / luggage conveyance, the Harvey instructions did. Four trains were scheduled, two from Perth, one from Fremantle, and one from Bunbury. This time special fares for stations on the S W Main line were given with cheaper 2nd class holiday excursion fares available from Hamel - Yarloop inclusive and Brunswick Junction and Benger. The working of the Fremantle train was linked to an Anglers' special train from Perth to Fremantle, departing Perth at 7.30am, arriving Fremantle 8.10 and forming "H5" to Harvey at 8.45am. The "Anglers' specials" were run each Sunday from July 4 and returned as an additional Fremantle - Perth train leaving at 8.10am. With the running of the York hike, the hike consist was used for the Anglers train and passengers expecting to use the 8.10 extra travelled by the 8.35 hike as far as Perth. Weekly Notice 42 of 1937 announced that the Anglers' specials and return would now run regularly each Sunday so appear to have become fixed in the timetable.

Number 4 was finally away from the SW Main, and went to Northam on 15 August. One train ran from Fremantle and one from Perth. There was no mention of the destination but it was possibly Burlong Pool, a popular location on the Avon River back along the railway towards Spencers Brook. While not mentioned in the main W/N instructions (#31page 472), a special train was also run from York, its fares, but not the timetable, being provided in the following Weekly Notice on page 490.

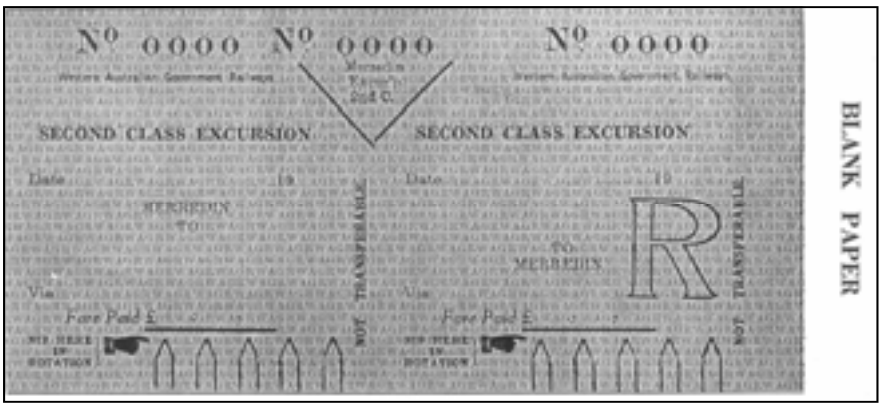
Number 5 ran to Toodyay on 5 September with a train from Fremantle and one from Perth.

Number 6 was to York on 19 September with the Fremantle and Perth trains, and one from Narrogin. The hike was from York station to Mount Brown with the lunch site near the reservoir, about 1 mile from the station. Hot water, milk, and luggage conveyance were available. As with the Fremantle - Harvey train of 1 August, the Fremantle - York train was similarly run in conjunction with the "Anglers' special" which formed H3 to York, departing Fremantle at 8.35am.

Number 7 destination was Bunbury on 10 October with the standard train from Fremantle and one from Perth.

Number 8 destination was Chidlow on 24 October, again with the two trains as above. The hike was to "The Ferns" about 4 miles, skirting the shores of Lake Leschenaultia (a reservoir constructed for steam locomotive water supplies). Hot water, milk and luggage was provided at / to "The Ferns".

The final hike of the year was on 14 No-



vember, again to Bunbury with a train from Fremantle and one from Perth. This and the previous Bunbury excursion were run in conjunction with cheap weekend special fares to Bunbury and it appears that the returning hike trains were available to passengers who had travelled to Bunbury on any Saturday train using the special fares.

A total of 9 hikes were arranged in 1937 and assuming all trains ran there were 22 special trains, with all but 3 originating at either Perth or Fremantle. Coach consists were never listed in the W/N but if we take the 1932 "Destination X" example when 3 trains carried 3,100 passengers you can see that the hike trains could carry many thousands in one season. Now, 1932 - that was a big year for hike trains!

HIKE TO THE SERPENTINE FALLS AT SERPENTINE.—The next Hikers' Excursion will be to Serpentine on Sunday, 11th July, 1937; the hike will be from the Railway Station to the Serpentine Falls, a distance of approximately two miles over a good road and all comfortable walking.

Special Train Arrangements:—

OUTWARD JOURNEY.

		1st Train. a.m.	2nd Train. a.m.
Fremantle	... dep.	...	9 15
			S
Perth	... „	9 35	10 0
		S	T
Armadale	... „	10 35	10 50
		T	S
Serpentine	... arr.	11 5	11 25

HOMEWARD JOURNEY.

		1st Train. p.m.	2nd Train. p.m.
Serpentine	... dep.	4 50	5 15
		T	T
Armadale	... „	5 20	5 47
		T	T
Perth	... arr.	6 0	6 27
Do.	... dep.	6 5	
		S	
Fremantle	... arr.	6 45	

S.—Stops at intermediate stations. T. Through.

On the homeward journey passengers for stations between Mardella and East Perth will travel by No. 168 Pass., 5-25 p.m. ex Serpentine.

Details of the Special train arrangements will be notified by Special Train Notice No. 25, which will be issued Wednesday, July 7.

The following special one-class fares will apply:—

From Perth and all Stations to Armadale inclusive—2s. 6d.
Fremantle to Claremont inclusive—3s.
Karrakatta to West Perth inclusive—2s. 9d.
Mt. Lawley to Bayswater inclusive—2s. 9d.
Bassendean to Bellevue inclusive—3s.

No reduction for children under 14 years of age.

Free Passes and Privilege Tickets will NOT be available by the Special Trains.

Hikers' Excursion tickets will be issued. Stations not holding stocks of these tickets will issue Second Class Blank Paper Special Excursion tickets and show "Serpentine Hike" as the destination. Excess Fare tickets to be similarly prepared. Tickets may be sold in advance but must be dated 11th July, 1937.

The co-operation of the Staff is sought to give this outing the widest publicity. Station-masters to post notices and "stickers" on Station Notice Boards in the best positions and arrange for distribution of the pamphlets featuring the hike in every way possible.

Every Railwayman can Assist to Popularise the Hike and so ensure Success.—C.T.M. C. 10463/37.

In a recent review of 2 bushwalking books (*The Review Weekend Australian*, 20 October), author Frank Moorhouse had this to say about the phenomenon which David Whiteford describes here:

Harper has dug up many curious parts of the history of walking, but for me the oddest is the craze for mass walking in the early '30s. This was an idea the departments of railways and radio stations in all the Australian capital cities, together with commercial sponsors, took up from the US and Britain. The mass walk began with a rail trip out of the city, to what was sometimes described as a mystery destination, then a walk of about 16km in the countryside with lunch, boiling of the billy and so on. In the capital cities this craze attracted thousands. The record, 8,000, required 12 trains. I suppose it was something like the running marathons cities have today. They were accompanied by ambulances, pie and drink sellers, nurses, bands, entertainers and preachers.

HIKERS' EXCURSION TO YORK—Sunday, September 19.—Train service as per Special Train Notice No. 37, with following amendments:—

Cancellations.—H8 and H12 Light engines, Northam to Spencer's Brook.
H7 and H11 Light engines, Spencer's Brook to Northam.

Amended Engine Working.—"P" class engines to be provided on Hike trains and bank engines also to be provided ex Midland Junction, return Light ex Chidlow.

York engine crew off No. 24 Goods Friday, 17th September, to book off at Perth and return working H1 Passenger, Perth to York, Sunday, 19th September.

District Loco. Superintendent, East Perth, provide "P" class engine on Anglers' Special (7.30 a.m.) ex Perth to Fremantle and H3 Fremantle to York, Sunday, September 19; crew return working No. 24 Goods ex York to Midland Junction Monday, September 20, thence passenger to Perth.

Perth crew off No. 159 Goods, Saturday, September 18, will now return on ordinary working ex Northam, No. 160 Goods, Monday, September 20.

Shed Foreman, Midland Junction, to provide engine and men for No. 11 Goods, Midland Junction to York, Saturday, 18th September. Crew to return working H4 Passenger, York to Perth, Sunday, 19th September, thence passenger to Midland Junction.

HIKE TO HARVEY RIVER WEIRS AT HARVEY—Sunday, 1st August, 1937.—The next Hike will be on Sunday, 1st August, from the Harvey Railway Station to the Harvey River Weirs, a distance of about 2½ miles. Hikers will also be able to view the Harvey River deviation and other points of interest in and around Harvey. Hot water and fresh milk will be provided free of charge at the lunch camp, and hikers' luggage will also be conveyed from the Railway Station to the Lunch Camp and vice versa.

2. Special trains will run as follows:—

From Perth and Suburban Stations:—

		1st Train.	2nd Train.	3rd Train.
		a.m.	a.m.	a.m.
Fremantle	dep.	...	...	8 45
Perth	„	8 30	8 55	9 35
Armadale	„	9 20	...	...
		p.m.	p.m.	p.m.
Harvey	arr.	12 40	1 0	1 20

The first train stops where required between Armadale and Harvey. The second train stops where required between Perth and Armadale. The third train stops at stations between Fremantle and Perth only.

From Harvey to Perth and Suburban Stations:—

		1st Train.	2nd Train.	3rd Train.
		p.m.	p.m.	p.m.
Harvey	dep.	4 50	5 20	5 45
Perth	arr.	8 53	9 45	10 3
Fremantle	„	...	10 30	...

The first train stops between Harvey and Pinjarra. The second train stops between Pinjarra and East Perth and all stations between Perth and Fremantle. The third train stops between Harvey and Armadale.

All trains (Up and Down) stop at Pinjarra for refreshments.

From Bunbury to Harvey.			Harvey to Bunbury.		
		a.m.			p.m.
Bunbury	dep.	10 0	Harvey	dep.	4 30
Harvey	arr.	11 25	Bunbury	arr.	5 50

Stopping where required to pick up and set down passengers.

Details of the Special train working will be notified by Special Train Notice No. 28, which will be issued Saturday, July 24.

3. Special Return Fares:—

5s. 0d. From Perth and all Suburban Stations, and Gosnells and Keysbrook inclusive.

3s. 6d. North Dandalup and Venn.

2s. 6d. From Pinjarra to Waroona inclusive.

2s. 6d. From Bunbury to Roelands inclusive.

No reduction in the Special Fares for children under fourteen years.

Second Class Holiday Excursion fare, minimum 1s. 6d., from Hamel-Yarloop inclusive, also Brunswick Junction and Benger.

FREE PASSES AND PRIVILEGE TICKETS WILL NOT BE AVAILABLE BY THE SPECIAL TRAINS.

4. Hikers' Excursion tickets will be issued. Stations not holding stocks of these tickets will issue Second Class Blank Paper Special Excursion tickets and show "Harvey Hike" as the destination. Excess Fare tickets to be similarly prepared. Tickets may be sold in advance but must be dated 1st August, 1937.

5. The Staff are enjoined to assist in making this event successful by giving every possible publicity. Station-masters to post notices and "stickers" on Station Notice Boards in the best positions and arrange for a wide distribution of the folders featuring the outing.

Every Railwayman can assist to popularise the Hike and so insure success.
—W.N. 28/37; C.T.M. C. 11164/37.

Chicago to Milwaukee via Skokie.

ALBERT ISAACS *has ridden on Chicago's fascinating commuter railroads and has successfully bid for a timetable of one of its most famous lines– The North Shore in our auction. Here he reports on the timetable and on what it was like to travel on the* ***Route of the Electroliners****.*

In the AATTC's recent auction, I purchased a copy of the Chicago North Shore and Milwaukee Railroad Company's Employee's T.T. (Working T.T.) for 28th April 1935 (ten years to the day, before I was born). To be pedantic, the official name of the company was then: "A.A. Sprague and Britton L. Budd, Receivers for Chicago North Shore and M…" da di da.

The T.T. is in typical E.T.T. format of the time, with the list of stations down the centre of each page with 10 to 15 trains on one side of the list, and a similar number of trains on the other side. The Southbound table is shown on each left-hand page with Northbound tables on right-hand pages, meaning that to read the full one-way table, one only reads every second page. Pages are in the large 514 x 277 cm format.

After 11 pages of tables, there are eight pages of General Information and Special Rules. Like most contemporary E.T.T.s, there's a list of Surgeons, Hospitals and Ambulances, to be used by crews in cases of emergency. In an extreme example of the capitalist system, ambulances were supplied by companies with names like: Drake & Co., Bradley and Haben Ambulance, W.C. Bruecks and H. F. Kelley's Ambulance. There is also a list of five jewellers registered to inspect railroad watches.

Three of the Special Rules are of particular interest. "10. TRAIN TWO HOURS LATE. Any train becoming two hours late will lose both right and class and cannot thereafter proceed except by train order. In case of line failure, train will be governed by Rule No. 167 of current book rules. On double track, trains may proceed until communication can be established with the train dispatcher." As no train is tabled to take over 2 hours 10 minutes for its full journey, this two hour rule gives a remarkable leeway.

"23. SPEED RESTIRCTIONS IMPOSED BY STATE, CITY OR VILLAGE AUTHORITY". A list of 17 places where the State or local government has imposed speed restrictions of between 4 and 25 mph, follows. Two of these are places where the tracks are on the public road, one is in a station yard and the others are at level crossings. Of course, a separate rule deals with speed restrictions imposed by the railroad company, but these government imposed restrictions are most interesting, particularly in the light of the current debate in Australia about level crossing accidents.

"54. HOURS OF SERVICE LAW. Trainmen and enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period. After making sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after making sixteen hours in aggregate in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty. … No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen (13) hours in all towers, offices, places and stations operated only during the daytime, except in cases of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four period and not exceeding three days in a week." In other words, enginemen (drivers) could work for longer without a break than the man in the tower (signal box). Surely, this opens an interesting debate as to who has the greatest control over the lives of the passengers! One must presume that such regulations have now been altered. (Incidentally, the section within the quotation marks is a direct quote, including the indiscriminate use of figures in brackets.)

FORM 305

A. A. SPRAGUE and BRITTON L. BUDD, Receivers for

Chicago North Shore and Milwaukee Railroad Company

TIME TABLE No. 42

42 SUPERSEDING TIME TABLE NO. 41 **42**

FOR THE GOVERNMENT OF

EMPLOYES ONLY

Effective at 4:01 A. M., Sunday, April 28th, 1935

Help Each Other to Prevent Accidents—Work Safely

Read Special Instructions Carefully. Important Changes Have Been Made

S. A. MORRISON
Manager for Receivers

The Chicago North Shore and Milwaukee Railroad Company was once historically linked with the similarly named Chicago South Shore and South Bend Railroad Company. The latter still operates a commuter service between Chicago and South Bend. It was once operated by trolley (tram) type vehicles over a right-of-way that ran over public roads for about half of its journey. Today, it's worked by railcars, and all but one short section is on reserved track. The C.N.S.&M.R.C. also operated two short sections over public roads.

As well as running passenger trains to Waukegan and Lake Bluff, the C.N.S.&M.R.C. was once one of three routes, owned by three separate companies, which operated passenger services between Chicago and Milwaukee. Today, a commuter service still runs over Canadian Pacific trackage (formerly the Chicago, Milwaukee, St. Paul and Pacific). The C.N.S.&M.R.C. Milwaukee line has

now been closed north of Skokie, but south of there it's now part of Chicago's suburban system, the El (Chicago Elevated Railroad). A shuttle service now connects at Howard (formerly Howard Street) with trains to The Loop (Chicago's C.B.D.). However, the 34 kms between Howard and Skokie is now operated without one single intermediate station, even though there were 10 intermediate stops in 1935. When A.A.T.T.C. member, Stephen Ward, and I travelled on this shuttle in the year 2000, the journey was distinguished by a change of electric power from overhead to third rail, halfway along the branch, and this was negotiated without any noticeable slowing of the train. For Aussies like us, the change of electric power was quite a novelty. However, none of the local Chicagoan rail enthusiasts thought that there was anything significant in this. A few years later, the branch was altered and now operates by third rail only. However, I believe that there are still one or two places where the change from overhead to third rail still takes place, mid-section.

The C.N.S.&M.R.C. was a fascinating, small railroad and, courtesy of the A.A.T.T.C. auction, I'm glad to have another of their T.T.s in my collection.

GENERAL INFORMATION

54. HOURS OF SERVICE LAW.

Trainmen and enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.

After making sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after making sixteen (16) hours in the aggregate in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty.

The term "on duty" includes all time from the time required to report for duty until the time actually relieved from duty.

No operator, train dispatcher, or other employee who by the use of the telegraph or telephone, dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places and stations continuously operated night and day, nor for a longer period than thirteen (13) hours in all towers, offices, places and stations operated only during the daytime, except in case of emergency, when the employees named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period and not exceeding three days in a week.

Emergencies consist of cases of casualties or unavoidable accidents, or the act of God, or where the excess service was result of cause not known to carrier, its officers, or agents in charge of such employee at the time, and which could not have been foreseen.

When emergencies arise, permission from the chief train dispatcher, if possible, should be secured to work beyond the regular assigned hours or in excess of hours in service permitted by law, and in every case where such hours of service are exceeded each employee involved will make prompt and full report in writing direct to the superintendent.

55. SURGEONS.--CHICAGO.

CHICAGO (South Side)

Dr. J. Bernstein,
Office, 841 E. 63rd St.; Phone Plaza 5800
Residence Phone, Dorchester 8088.
Dr. A. H. Nickels,
2300 S. State St.; Phone Victory 6386.

CHICAGO (Central--Loop)

Dr. Hart E. Fisher, Chief Surgeon, Medical Department,
Office, 79 West Monroe St.; Phone Randolph 8200; Hours 9:00 a.m. to 5:00 p.m.
Residence, 4220 N. Paulina St.; Phone Buckingham 0963.
Dr. L. H. Ruttenberg,
Office, 79 W. Monroe St.; Phone Randolph 8200; Hours 9:00 a.m. to 5:00 p.m.
Residence, 6700 Sauganash Ave.; Phone Tessville 2129.
Dr. E. C. Holmblad,
Office (24 hours), 20 W. Jackson Blvd.; Phone Harrison 1774.
Dr. J. H. Wheat,
232 W. Chicago Ave.; Phone Superior 8440.

CHICAGO (North Side) (Belmont District)

Dr. Jno. F. Davis,
Office, 925 Belmont Ave.; Phone Graceland 3411
Residence Phone, Wellington 0812.

CHICAGO (North Side) (Wilson Ave. District)

Dr. E. V. Moulton,
917 Montrose Ave.; Phone Bittersweet 7700.
Dr. R. E. Dyer,
Office, 4753 Broadway; Phone Longbeach 1120
Residence Phone, Graceland 4320
Dr. H. P. Saunders,
Office, 4753 Broadway; Phone Longbeach 1441
Residence Phone, Briargate 2630.

CHICAGO (North Side) (Howard Ave. District)

Dr. George H. Irwin,
Office, 7606 N. Paulina St.; Phone Rogers Park 6180
Residence Phone, Sheldrake 1126.
Dr. F. L. Heck,
Office, 1607 Howard Ave.; Phone Rogers Park 0254
Residence Phone, Rogers Park 0255.

21. SPEED RESTRICTIONS AT OTHER POINTS.

Milwaukee—Harrison St. Crossover. All trains will approach Harrison St. crossover under restricted speed expecting to find city cars crossing over or main line occupied.

All trains operating between Niles Center and Howard St. must be operated at a speed that will allow them to be stopped within the distance you can see. This does not relieve trainmen from protecting as per Rule 172.

Delayed trains and extra trains will approach all turn-around points and initial points of local trains at restricted speed, expecting to find due or overdue trains crossing over or starting from those points, and will not proceed until they can see the track clear.

Great care must be used while operating on the streets in Wilmette, Hubbard Woods, Highland Park, Waukegan and Milwaukee, also the approach to and off of the street to or from the private right-of-way.

Vine Ave., Highland Park—during the hours students are going to and from school, trains must approach and pass through this station under restricted speed.

At Gauntlet in Glencoe.—All trains will approach and run through the gauntlet track at Glencoe under restricted speed. Should opposing regular trains approach this gauntlet at the same time, the southbound train will have the right of track. In foggy or stormy weather, when motormen are unable to see clearly the opposite end of gauntlet, they must bring train to full stop and listen for the approach of an opposing train, and if no train is in hearing distance, they will give one long blast of the whistle and proceed under such restricted speed that train can be stopped immediately if an opposing train should come in sight.

Approaching Crossovers.—All trains will approach crossovers under restricted speed expecting to find the track obstructed. This does not relieve trainmen from using necessary protection when crossing over.

Trains meeting at or near an unprotected crossing where the view is obstructed, the train farthest from the crossing should reduce speed until other train has cleared and you have a clear view of the crossing.

22. FREIGHT TRAINS.

Freight trains will not exceed a speed of twenty (20) miles per hour over the bridge at Vine Ave., Highland Park, and Woodlawn Ave., Lake Forest.

23. SPEED RESTRICTIONS IMPOSED BY STATE, CITY OR VILLAGE AUTHORITY.

Wilmette.—Eight (8) miles per hour across streets. Fifteen (15) miles per hour on Greenleaf Ave. Full stop southbound at Linden Ave.

Kenilworth.—Fifteen (15) miles per hour on the streets. Full stop at Kenilworth station. Five (5) miles per hour across Kenilworth Ave.

Indian Hill.—Trains must not exceed a speed of twenty (20) miles per hour across Winnetka Avenue.

Winnetka.—Five (5) miles per hour across Elm Street.

Hubbard Woods.—Fifteen (15) miles per hour on Hubbard Street.

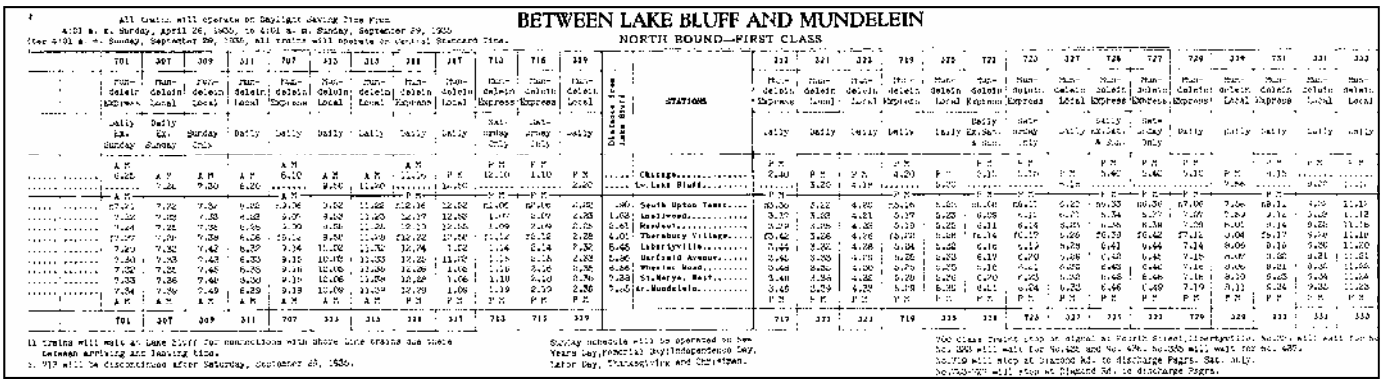
Glencoe.—Full stop before crossing Park Avenue.

Ravinia.—Twenty-five (25) miles per hour across Roger Williams Avenue.

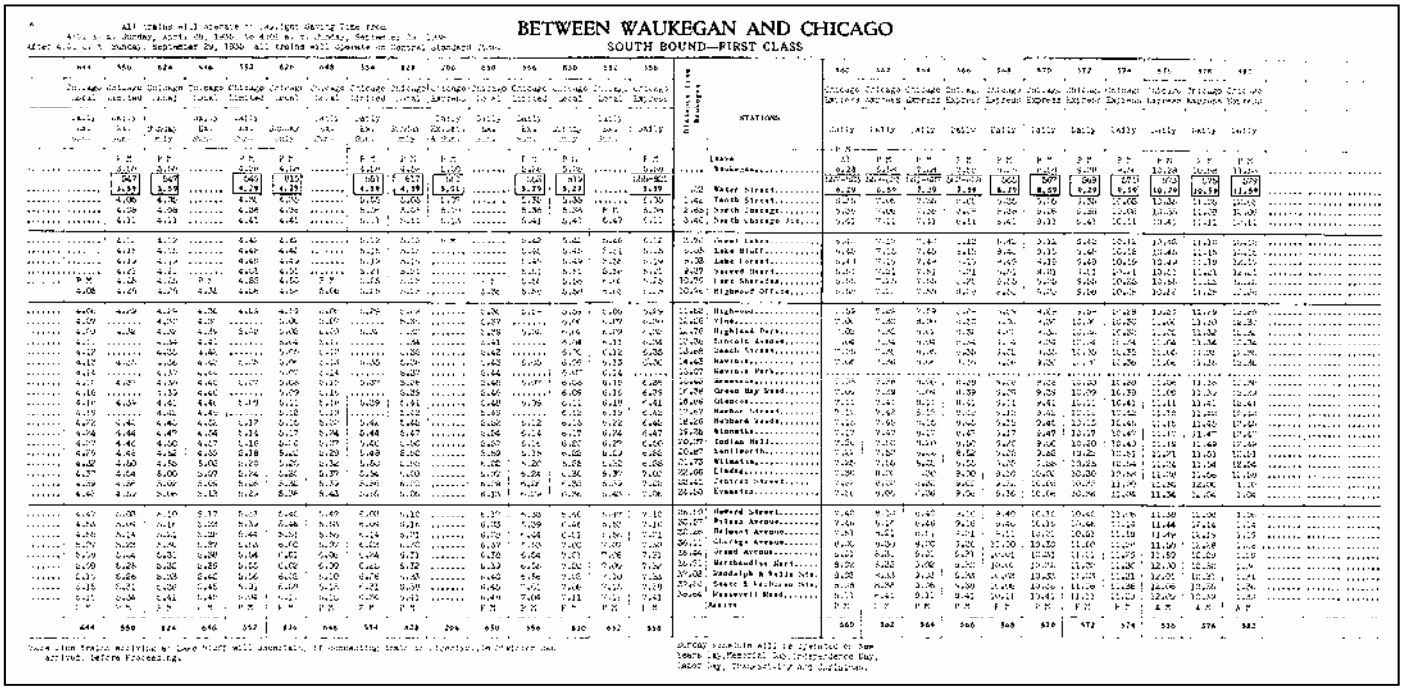
Highland Park.—Twenty-five (25) miles per hour across Lincoln Avenue. Full stop before crossing Laurel Avenue. Four (4) miles per hour across Central Avenue.

Highwood.—Twenty-five (25) miles per hour across Highwood Avenue, and Washington Avenue. Fifteen (15) miles per hour through Highwood Yard.

Lake Forest.—Fifteen (15) miles per hour across Deerpath Avenue and Westminster Avenue.

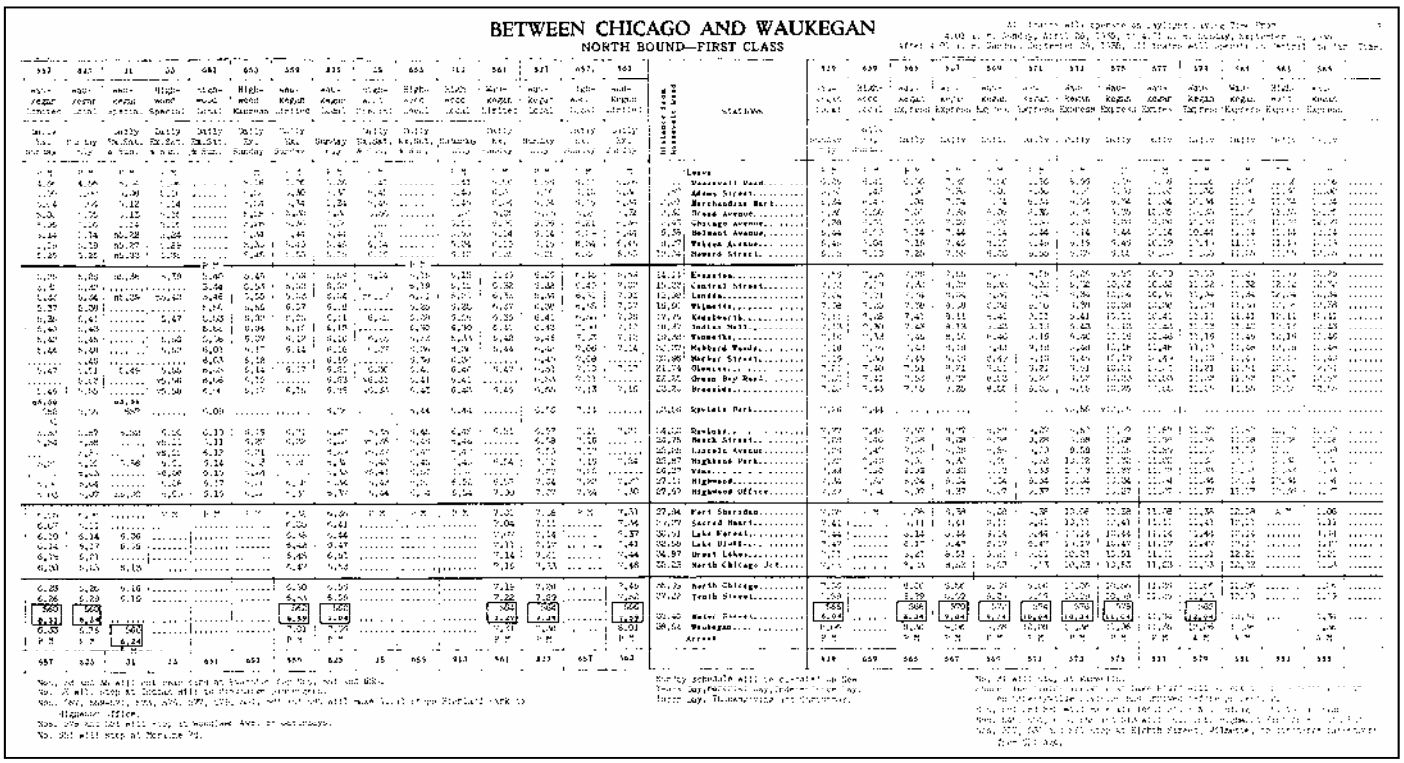

BETWEEN LAKE BLUFF AND MUNDELEIN

NORTH BOUND—FIRST CLASS



BETWEEN WAUKEGAN AND CHICAGO

SOUTH BOUND—FIRST CLASS



BETWEEN CHICAGO AND WAUKEGAN

NORTH BOUND—FIRST CLASS

THE SAFETY OF TRAINS DEPENDS WHOLLY ON THE MOTORMEN BEING ABLE TO STOP IN THE DISTANCE THEY CAN SEE, which means in bad fogs, or when their view is obstructed from steam, smoke or any cause, motormen must disregard the schedule altogether and feel their way slowly over the line of road, MAKING SURE AT ALL TIMES THAT THEY CAN STOP IN THE DISTANCE THEY CAN SEE. If stopped on a curve, or out of view of the following train, they will remind the conductor to send back a flagman to protect the rear of the train. On account of the short interval between trains, it is not always possible for the flagman to get back in time to flag the following train; therefore, the absence of the flagman will not relieve the motorman from the responsibility for a collision with the preceding train.

36. TRAIN ORDERS IN FOG.

During foggy or stormy weather or whenever necessary to space trains a certain distance or time apart, the train dispatcher will issue to each train passing through such blocking district, a Form 11 train order naming thereon such points that train will stop for orders. No train receiving such order will leave any point named in the order, until he has received a clearance from the block Operator at such point or points or train order from train dispatcher.

This order must be signed for by the Conductor and complete made in the usual manner. The Conductor must personally deliver a copy of the order to the Motorman who must read it back to the Conductor before the train departs from such station.