



The Times

June 2008

A journal of transport timetable history and analysis



Inside: The cats' pyjamas
Why did they do it?
Hop, Skip & Jump

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The Times

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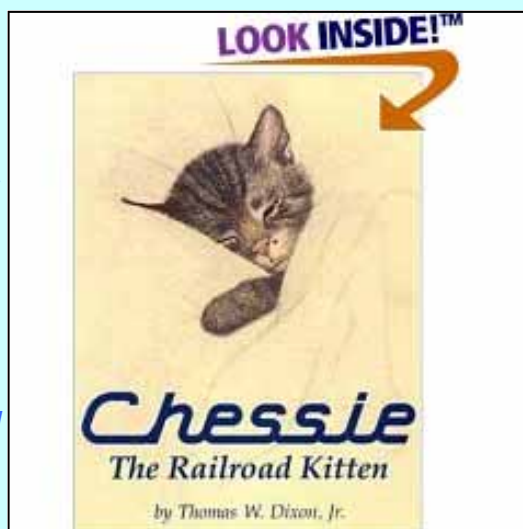
Issue No. 291 Vol 25 No. 06

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On the front cover

Chessie and her kittens, who feature on this month's cover, are something of a legend in American railroad history— so much so that an entire book has been devoted to them. Thomas Dixon wrote an extensive history on how Chessie became the representative of the Chesapeake and Ohio RR and appeared in timetables, posters, calendars and other publicity. Page after page of color images of Chessie, her 2 kittens (Nip & Tuck) and her husband, Peake fill the book. When America entered WWII, Peake enlisted in the Army. Much artwork centered around Peake away in the service while Chessie was at home, doing her part for the war effort (she was America's *Sleep Warden*). The best of the calendar artwork was done by Charles E. Bracker: *Peake Joins The Service*, *Peake's Favorite Pin-up Girl* (Chessie, of course), *Chessie's Hero* and *Together Again!*. These vintage pieces inspired Americans at home and on the front - the Terminal Tower in Cleveland, Ohio (HQ of C&O) was flooded with letters addressed to Chessie and to Peake.



But, as Ogden Nash wrote:

*The trouble with a kitten's that
It eventually becomes a cat.*

Contributors Albert Isaacs, Victor Isaacs, Geoff Lambert
The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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The Times on-line AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

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Chessie the Cat, at three years old

by ALBERT ISAACS.

Chessie was the name of the cat that appeared on the United States' Chesapeake & Ohio Lines' (C.&O.) timetables from her introduction in 1933 until Amtrak took over the running of nearly all US long-distance passenger services in 1971. She also appeared in virtually all of the Chessie system's advertising. Calendars featuring Chessie have become extremely collectable in the States, particularly those from after 1935 which also feature Chessie's two kittens. Chessie soon epitomised the concept of a smooth journey, particularly in sleeping cars. She quickly came to be one of North America's most recognisable advertising logos: a favourite of rail enthusiasts; adored by cat lovers; and admired by advertising men for her high-profile selling power!

This article looks at the C.&O. public timetable for November 8, 1936. As is to be expected Chessie and her kittens feature prominently on the cover. Nevertheless, are you annoyed by the invocation to *Sleep like a Kitten AND ARRIVE Fresh as a Daisy?* What an awful mixed metaphor! How can you be like an animal on the train but turn into a flower upon your arrival?

C.&O. was one of the most historic of all the North American railroads. The banner in the bottom right-hand corner of the map refers to "George Washington's Railroad". This is because the Chessie system was a direct successor to the company that was set up by the US's first President in the 1780s so as to build the Patowmack Canal.

Let us use the quiz format to look at some of the more interesting features of the 1936 timetable.

QUESTIONS:

1. Why does the advert for the Chessie system's famous train, "The F.F.V.", feature the silhouettes of two historical characters (right)?

2. The photo (on our page 4) of the C.&O. Tavern Car shows three unusual features; what are they? (I don't consider the fact that the photograph appears to have been taken in a rail yard [as evidenced by the lines on either side of the train] to be at all unusual. Rail yards were [and still are] often used for publicity snaps.)

Table 12 shows the alternative route Richmond-Virginia which is 39 miles (63 kms) longer than via the main line. All trains on this route were served by "Gas Electric Motor Trains". Of course, gas is American-speak for petrol and, so, these rail motors were most likely to be some of the identical twins to the Victorian Railways'

Petrol Electric rail motors which later became DERMs (Diesel Electric Rail Motors). In the US these wannabee DERMs were lovingly known to some as *Jimmy Diesels*. (Perhaps that nickname was derived from GM, the maker of the motors.)

3. Three questions:

A. What was the most likely site for the rail motor depot? (*easy question*)

B. What was the minimum number of motors that could have operated the tabled service? (*easy question*)

C. What were the most likely locations of depots for engineers (i.e. drivers)? (*hard question*)

4. What is the minimum number of rail motors that could have operated the services over the three little branch lines shown in Tables 23 & 39? (Isn't it bad

editing to have these two tables so far apart? Looking at Table 23 in isolation, it appears that trains 207 & 210 terminated/commenced from G. & E. Junction rather than Marfrance.)

5. On Table 36, why were loco hauled services operated over part of the route at practically the same times as the St. Albans-Sharples rail motors?

6. Why was Table 17, Gordonsville-Strathmore, known as the *VIRGINIA AIR LINE* when it was obviously operated by a mixed train and certainly not by an aeroplane?

7. On Table 14, what problem was caused by trains 50 & 51 at Lorado?

8. Why are there two indices in the timetable?

CONDENSED THROUGH SCHEDULES 3

CHESAPEAKE AND OHIO LINES

<p style="text-align: center;">No. 3-23-43 WESTWARD DAILY <i>(Eastern Standard Time)</i></p> <table border="0" style="width: 100%;"> <tr><td>LV. NEW YORK (Penn. Station).....</td><td>5.37 PM</td></tr> <tr><td>LV. NEW YORK (Hudson Terminal)...</td><td>5.30 PM</td></tr> <tr><td>LV. Newark.....</td><td>5.54 PM</td></tr> <tr><td>LV. Trenton.....</td><td>6.43 PM</td></tr> <tr><td>LV. PHILADELPHIA (30th St.).....</td><td>7.24 PM</td></tr> <tr><td>LV. Wilmington.....</td><td>8.34 PM</td></tr> <tr><td>LV. Baltimore.....</td><td>9.16 PM</td></tr> <tr><td>LV. Norfolk (C. & O. Ry.).....</td><td>7.00 PM</td></tr> <tr><td>LV. Old Point Comfort.....</td><td>7.10 PM</td></tr> <tr><td>LV. Newport News.....</td><td>7.57 PM</td></tr> <tr><td>LV. Richmond.....</td><td>10.15 PM</td></tr> <tr><td>LV. WASHINGTON, D. C. (Union Sta.)</td><td>10.35 PM</td></tr> <tr><td>AR. WHITE SULPHUR SPRINGS</td><td>6.00 AM</td></tr> <tr><td colspan="2"><i>(Occupy sleeper until 8.00 AM)</i></td></tr> <tr><td>AR. Hot Springs.....</td><td>8.10 AM</td></tr> <tr><td>AR. Charleston.....</td><td>9.45 AM</td></tr> <tr><td>AR. Huntington.....</td><td>10.52 AM</td></tr> <tr><td>AR. Ashland.....</td><td>11.40 AM</td></tr> <tr><td>AR. CINCINNATI (Union Terminal)...</td><td>2.45 PM</td></tr> <tr><td colspan="2"><i>(Central Standard Time)</i></td></tr> <tr><td>LV. Ashland.....</td><td>10.50 AM</td></tr> <tr><td>AR. Lexington.....</td><td>2.10 PM</td></tr> <tr><td>AR. LOUISVILLE (Central Station)...</td><td>4.45 PM</td></tr> <tr><td>AR. INDIANAPOLIS (Union Station)...</td><td>4.35 PM</td></tr> <tr><td>AR. TERRE HAUTE (On Big Four No. 3)</td><td>7.13 PM</td></tr> <tr><td>AR. CHICAGO (On Big Four No. 5)...</td><td>8.25 PM</td></tr> <tr><td>AR. ST. LOUIS (On Big Four No. 3)...</td><td>11.10 PM</td></tr> </table>	LV. NEW YORK (Penn. Station).....	5.37 PM	LV. NEW YORK (Hudson Terminal)...	5.30 PM	LV. Newark.....	5.54 PM	LV. Trenton.....	6.43 PM	LV. PHILADELPHIA (30th St.).....	7.24 PM	LV. 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Covington, Ky.....</td><td>11.38 AM</td></tr> <tr><td>LV. Newport.....</td><td>11.44 AM</td></tr> <tr><td>LV. Maysville.....</td><td>12.52 PM</td></tr> <tr><td>LV. South Portsmouth.....</td><td>1.52 PM</td></tr> <tr><td>LV. Ashland.....</td><td>2.40 PM</td></tr> <tr><td>LV. HUNTINGTON.....</td><td>3.20 PM</td></tr> <tr><td>LV. CHARLESTON.....</td><td>4.30 PM</td></tr> <tr><td>LV. Hot Springs.....</td><td>7.45 PM</td></tr> <tr><td>LV. WHITE SULPHUR SPRINGS.....</td><td>8.30 PM</td></tr> <tr><td>LV. Clifton Forge.....</td><td>9.45 PM</td></tr> <tr><td>LV. Staunton.....</td><td>11.22 PM</td></tr> <tr><td>AR. Charlottesville.....</td><td>12.38 AM</td></tr> <tr><td>AR. WASHINGTON, D. C. (Union Sta.)</td><td>3.50 AM</td></tr> <tr><td colspan="2"><i>(Occupy sleeper until 8.00 AM)</i></td></tr> <tr><td>AR. Baltimore (Penn. R. R.).....</td><td>5.15 AM</td></tr> <tr><td>AR. Wilmington.....</td><td>6.37 AM</td></tr> <tr><td>AR. PHILADELPHIA (30th St.).....</td><td>7.17 AM</td></tr> <tr><td>AR. Trenton.....</td><td>7.55 AM</td></tr> <tr><td>AR. Newark.....</td><td>8.47 AM</td></tr> <tr><td>AR. NEW YORK (Penn. Station).....</td><td>9.05 AM</td></tr> <tr><td>AR. NEW YORK (Hudson Terminal)...</td><td>9.10 AM</td></tr> <tr><td>AR. Richmond.....</td><td>8.35 AM</td></tr> <tr><td colspan="2"><i>(In C. & O. No. 42 from Charlottesville)</i></td></tr> </table>	LV. CINCINNATI (Union Terminal)...	11.30 AM	LV. Covington, Ky.....	11.38 AM	LV. Newport.....	11.44 AM	LV. Maysville.....	12.52 PM	LV. South Portsmouth.....	1.52 PM	LV. Ashland.....	2.40 PM	LV. HUNTINGTON.....	3.20 PM	LV. CHARLESTON.....	4.30 PM	LV. Hot Springs.....	7.45 PM	LV. WHITE SULPHUR SPRINGS.....	8.30 PM	LV. Clifton Forge.....	9.45 PM	LV. Staunton.....	11.22 PM	AR. Charlottesville.....	12.38 AM	AR. WASHINGTON, D. C. (Union Sta.)	3.50 AM	<i>(Occupy sleeper until 8.00 AM)</i>		AR. Baltimore (Penn. R. R.).....	5.15 AM	AR. Wilmington.....	6.37 AM	AR. PHILADELPHIA (30th St.).....	7.17 AM	AR. Trenton.....	7.55 AM	AR. 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EQUIPMENT—Air Conditioned

Lounge Sleeping Car—
Washington to Cincinnati. Radio and Buffet. (8-sec. 1-D.-R.) (Open 10.00 p.m.)

Sleeping Cars—
New York to White Sulphur Springs (1-D.-R., 2-D. B. R., 2-Compt., 6-Sec.) (Penn. R.R. to Washington) (Occupied until 8.00 a.m.)
New York to Hot Springs (1-D.-R., 2-D. B. R., 2-Compt., 6-Sec.) (Penn. R. R. to Washington)
Washington to Louisville (10-Sec., 1-D.-R.) (Open 10.00 p.m.)
Washington to Cincinnati (8-Sec., 1-D.-R., 2-Compt.) (Open 10.00 p.m.)
New York to Cincinnati (10-Sec., 1-D.-R., 1-Compt.) (Penn. R. R. to Washington)
Richmond to Huntington (12-Sec., 1-D.-R.) (Open 9.30 p.m.)

Pullman Chair Lounge Car—
Ashland to Louisville.

Dining Cars—Serving all meals.

Imperial Salon Cars for coach passengers at 2c a mile. No seat charge. Individual seats for passengers not desiring Pullman accommodations: Washington to Cincinnati; Old Point Comfort to Richmond; Ashland to Louisville.

Coaches—(not air conditioned)
Washington to Cincinnati; Old Point Comfort to Charlottesville; Ashland to Louisville; Clifton Forge to Cincinnati (air conditioned).

EQUIPMENT—Air Conditioned

Lounge Sleeping Car—
Cincinnati to Washington. Radio and Buffet. (8-Sec. 1-D.-R.) (Occupied until 8.00 a.m.)

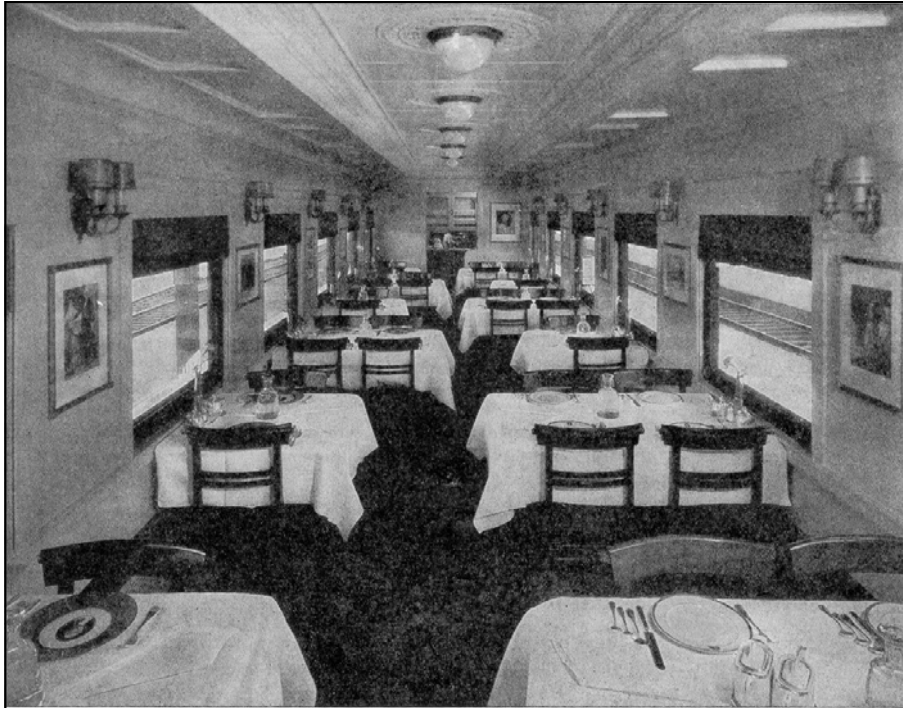
Sleeping Cars—
Cincinnati to New York (10-Sec., 1-D.-R., 1-Compt.) (Penn. R. R. from Washington).
White Sulphur Springs to New York (1-D.-R., 2-D. B. R., 2-Compt., 6-Sec.) (Penn. R. R. from Washington).
Hot Springs to New York (1-D.-R., 2-D. B. R., 2-Compt., 6-Sec.) (Penn. R. R. from Washington).
Huntington to Richmond (12-Sec., 1-D.-R.) (In No. 42 from Charlottesville).

Dining Cars—serving all meals.

Imperial Salon Cars for coach passengers at 2c a mile. No seat charge. Individual seats for passengers not desiring Pullman accommodations: Cincinnati to Washington.

Coaches—
Cincinnati to Washington (not air conditioned).
Huntington to Clifton Forge.

FOR TIME AT INTERMEDIATE STATIONS SEE TABLES ON PAGES 6 AND 7



Dining on the train is not expensive

A satisfying dinner for as little as seventy five cents; a royal feast for a dollar and a quarter. Breakfast for as little as thirty five cents. Chesapeake and Ohio's Tavern Cars welcome you for any service, however modest, or will serve you at your seat.

VIRGINIA AIR LINE BRANCH

405 Mixed Ex. Sun.	Mls.	Table 17		402 Mixed Ex. Sun.
(Eastern Time)				
PM		Lv	Gordonsville, Va., Ar	AM
3.30	0	Lv	Lindsay	8.15
4.02	7	Lv	Zion	8.05
f 4.16	10	Lv	Troy	f 7.35
f 4.23	14	Lv	Wildwood	f 7.25
f 4.30	17	Lv	Palmyra	f 7.16
f 4.36	21	Lv	Carysbrook	f 7.08
f 4.44	25	Lv	Fork Union	f 6.57
f 4.54	29	Ar	Strathmore, Va.	f 6.42
5.02				6.30
PM				AM

G. & E. JCT.—MARFRANCE

207 Ex. Sun.	Mls.	Table 39		210 Ex. Sun.
(Eastern Time)				
PM		Lv	G. & E. Jct., W. Va., Ar	PM
3.40	0	Lv	Crichton	4.44
4.04	9	Ar	Quinwood	4.21
4.09	10	Ar	Marfrance, W. Va.	f 4.18
4.12	11	Ar		4.15
PM				PM

HUNTINGTON—LORADO

48 Daily	52 Daily	50 Daily	Mls.	Table 14		49 Daily	51 Daily	53 Daily
(Eastern Time)								
AM	PM	AM		Lv	Huntington, W. Va.	Ar	PM	
.....	3.35	7.15	0	Lv	Barboursville	Ar	.....	.....
.....	3.51	7.33	10	Lv	Inez	Lv	.....	.....
.....	f 4.07	f 7.51	19	"	Salt Rock	"	.....	.....
.....	f 4.14	f 7.58	24	"	West Hamlin	"	.....	.....
.....	4.22	8.07	27	"	Branchland	"	.....	.....
.....	4.30	8.18	32	"	Midkiff	"	.....	.....
.....	4.37	8.27	36	"	Ranger	"	.....	.....
.....	4.48	8.38	41	"	Big Creek	"	.....	.....
.....	5.21	9.12	60	"	Chapmanville	"	.....	.....
.....	5.28	9.21	64	"	Logan	"	.....	.....
.....	5.55	9.57	75	"	Stollings	"	.....	.....
.....	f 6.00	f 10.02	77	"	Rum Jct.	"	.....	.....
.....	6.08	10.11	80	"	Man	"	.....	.....
.....	6.26	10.33	88	"	Craneco	"	.....	.....
6.30	6.55	11.06	99	Lv	Lorado, W. Va.	Lv	.....	.....
6.37	7.05	11.15	100	Ar			.....	.....
AM	PM	AM					AM	PM

A—Arrive Man 11.55 a.m.

RICHMOND-LYNCHBURG-CLIFTON FORGE

READ DOWN

READ UP

33 Ex. Sun. ☐	11 Ex. Sun. ☐	9 Daily ☐	Mls.		10 Daily ☐	12 Ex. Sun. ☐	32 Ex. Sun. ☐
AM	PM	AM		Table 12 (Eastern Time)	PM	AM	PM
	5.15	8.40	0	Lv Richmond, Va.	Ar 4.50	8.20	
	f 5.34	f 8.57	8	Westham	Lv f 4.24	f 7.56	
	f 5.42	f 9.05	12	Lorraine	f 4.16	f 7.46	
	f 5.48	f 9.11	16	Vinita	f 4.08	f 7.36	
	f 5.57	f 9.21	20	Sabot	f 3.59	f 7.25	
	f 6.05	f 9.30	25	Lee	f 3.50	f 7.15	
	f 6.17	f 9.43	31	Maidens	f 3.38	f 7.02	
	f 6.23	f 9.49	34	Irwin	f 3.32	f 6.56	
	f 6.36	f 10.01	40	Rock Castle	f 3.18	f 6.43	
	f 6.49	f 10.14	47	Pemberton	f 3.04	f 6.27	
	f 6.57	f 10.23	52	Elk Hill	f 2.56	f 6.17	
	f 7.07	f 10.32	57	Columbia	f 2.45	f 6.07	
	f 7.18	f 10.43	63	Stearnes	f 2.32	f 5.55	
	f 7.27	f 10.51	67	Bremo	f 2.24	f 5.44	
	f 7.33	f 10.56	69	Strathmore	f 2.18	f 5.40	
	f 7.41	f 11.04	73	Hardware	f 2.10	f 5.30	
	f 7.54	f 11.18	80	Scottsville	f 1.56	f 5.17	
	f 8.08	f 11.33	86	Warren	f 1.43	f 5.05	
	f 8.20	f 11.41	91	Howardsville	f 1.31	f 4.54	
	f 8.29	f 11.55	96	Manteo	f 1.21	f 4.44	
	f 8.35	f 12.02	99	Warminster	f 1.15	f 4.38	
	f 8.44	f 12.13	104	Wingina	f 1.05	f 4.29	
	f 8.52	f 12.24	109	Norwood	f 12.55	f 4.20	
	f 9.02	f 12.38	114	Greenway	f 12.45	f 4.10	
	f 9.20	f 1.00	119	Gladstone	f 12.35	f 4.00	
	f 9.35	f 1.13	126	Walkerford	f 12.10	f 3.37	
	f 9.45	f 1.21	131	Stapleton	f 12.02	f 3.28	
	f 9.55	f 1.31	136	Joshua Falls	f 11.52	f 3.17	
	f 10.03	f 1.37	140	Deacon	f 11.45	f 3.09	
	f 10.10	f 1.42	144	Lv Tyree	f 11.38	f 3.03	
	10.20	1.50	147	Ar Lynchburg	Lv 11.30	2.55	
	f 6.00	f 2.00	147	Lv Lynchburg	Lv 11.17	AM 7.25	
	f 6.11	f 2.11	150	Reusens	Ar 11.07	f 7.08	
	f 6.21	f 2.21	154	Abert	f 10.54	f 6.54	
	f 6.30	f 2.31	159	Pearch	f 10.47	f 6.46	
	f 6.39	f 2.40	164	Waugh	f 10.39	f 6.36	
	f 6.41	f 2.43	165	Big Island	f 10.35	f 6.32	
	f 6.44	f 2.47	167	Major	f 10.31	f 6.28	
	f 6.51	f 2.54	171	Snowden	f 10.24	f 6.20	
	7.05	f 3.05	175	Balcony Falls	f 10.15	f 6.10	
	7.12	f 3.12	178	Greenlee (Natural Bridge Station)	f 10.06	f 6.06	
	f 7.19	f 3.19	181	Gilmore Mills	f 9.59	f 5.57	
	f 7.33	f 3.33	189	Indian Rock	f 9.45	f 5.32	
	f 7.38		192	Dillon		f 5.26	
	7.45	3.45	195	Buchanan	9.34	5.19	
	7.56	3.57	199	Springwood	9.22	4.54	
	8.25	4.25	211	Eagle Mountain	9.01	4.25	
	f 8.36	f 4.36	215	Gala	f 8.53	f 4.16	
	f 8.47	f 4.44	219	Haden	f 8.47	f 4.11	
	f 9.00	f 4.56	223	Glen Wilton	8.38	f 4.03	
	9.12	5.08	228	Lv Iron Gate	8.28	3.53	
	9.25	5.20	231	Ar Clifton Forge, Va.	Lv 8.20	3.45	

☐—Gas Electric Motor Train. f—Flag stop.

GENERAL INFORMATION FOR PASSENGERS

Not Responsible. This Company is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections; schedules herein are subject to change without notice.

Buy Tickets before boarding trains and avoid payment of extra charge.

Children under 5 years of age free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

Adjustment of Fares. In cases of dispute with Conductors or Agents, pay the fare required, take receipt and communicate with T. H. Gurney, Passenger Traffic Manager, Richmond, Va.

Redemption of Tickets. Tickets unused or partly used, will be redeemed under tariff regulations at proper value.

Baggage Maximum. No single piece of baggage exceeding 300 pounds in weight, or single shipment exceeding \$2500.00 in value will be checked. Free allowances subject to tariff stipulations as to contents, weight, value and size.

Liability Limited. Excess value to be declared and paid for at time of checking.

Bicycles (not Motorcycles), **Baby Carriages**, **Dogs** and **Guns** are transported in baggage cars subject to tariff regulations.

Lost Articles to be inquired for at office of C. Lorraine, General Baggage Agent, Main Street Station, Richmond, Va.

No Responsibility is Assumed for unchecked articles left in stations or cars.

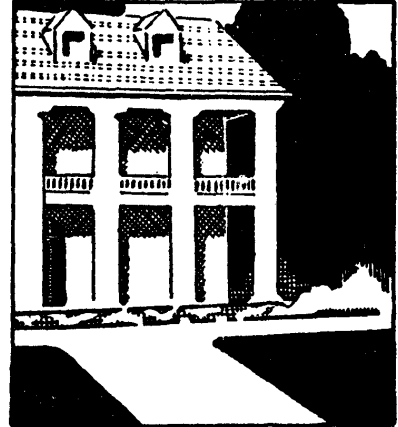
Travelers Aid Societies. Representatives of Travelers Aid Societies are at many of the larger stations for purpose of relieving distress and assisting the unprotected. Those in need of such service should inquire of station force for representative of the Travelers Aid Society.

OPTIONAL ROUTE

Tickets between points west of Clifton Forge, Va., inclusive, and points east of Richmond, Va., inclusive, will be accepted for passage either via Main Line through Gordonsville, or via James River Line through Lynchburg.

STOP-OVER PRIVILEGES

Stop-overs are allowed within limit, without deposit, at any station en route on the Chesapeake & Ohio Railway (at Covington, Va., for Virginia Hot Springs), on one-way tickets, round-trip tickets sold at double the one-way fares, All-Year, Summer Tourist, Winter Tourist, Convention, Trans-Pacific, Around-the-World, Clergy, Charity, Employee, "DVS" and "VBH" tickets.



ST. ALBANS—SHARPLES

	214 Ex. Sun. ☐	218 Daily	Mls.	Table 36	215 Ex. Sun. ☐	219 Daily
	AM	AM		<i>(Eastern Time)</i>	PM	PM
.....	8.35	8.25	0	Lv St. Albans, W. Va.	Ar 4.15	f 4.05
.....	8.50	f 8.40	6	Lv Upper Falls.....	Lv f 3.57	f 3.47
.....	f 9.01	f 8.51	12	" Alum Creek.....	" f 3.42	"
.....	9.09	8.59	15	" Sproul	" 3.34	3.24
.....	9.23	AM	22	Lv MacCorkle.....	" 3.18	PM
.....	9.32		27	Ar Altman	Lv 3.08	
.....			34	Ar Cameo.....	Lv 2.47	
.....	9.32		27	Lv Altman	Ar 2.17	
.....	9.56		35	" Danville.....	Lv 1.55	
.....	δ 10.01		37	Ar Madison.....	" 1.50	
.....	12.43		49	Lv Clothier.....	" 1.18	
.....	12.52		52	Ar Sharples, W. Va.	Lv 1.12	
	PM				PM	

RONCEVERTE—BARTOW

	142 Ex. Sun. ☐	Mls.	Table 20	143 Ex. Sun. ☐
	AM		<i>(Eastern Time)</i>	PM
.....	8.00		Lv Ronceverte, W. Va.	Ar 5.50
.....	f 8.07	0	" Whitecomb.....	Lv f 5.40
.....	8.13	2	" North Caldwell.....	Lv f 5.35
.....	f 8.28	9	" Loopmount.....	" f 5.17
.....	8.36	11	" Keister.....	" f 5.13
.....	f 8.45	14	" Anthony.....	" f 5.06
.....	9.02	22	" Spring Creek.....	" f 4.50
.....	9.15	25	" Renick.....	" f 4.42
.....	f 9.51	38	" Beard.....	" f 4.14
.....	f 9.55	39	" Denmar.....	" f 4.10
.....	10.10	46	" Seebert.....	" f 3.55
.....	f 10.27	52	" Buckeye.....	" f 3.40
.....	10.41	56	" Marlinton.....	" f 3.30
.....	f 10.56	62	" Clawson.....	" f 3.13
.....	f 11.14	71	" Clover Lick.....	" f 2.53
.....	f 11.29	77	" Sittington.....	" f 2.40
.....	11.44	81	" Cass.....	" f 2.30
.....	f 12.02	88	" Hosterman.....	" f 2.15
.....	12.31	96	Lv Durbin.....	" 1.55
.....	12.40	98	Ar Bartow, W. Va.	Lv 12.40
	PM			PM

Western Maryland Ry. train arrives Durbin 11.45 p.m. Leaves Durbin 12.00 p.m.

ALLEN—WAYLAND

	60 Daily	58 Daily	Mls.	Table 21	57 Daily	59 Daily
	PM	AM		<i>(Eastern Time)</i>	AM	PM
.....	4.36	11.05	0	Lv Allen, Ky.	Ar 7.28	4.08
.....	4.48	11.17	5	" Martin.....	Lv 7.17	3.57
.....	5.26	12.01	18	Lv Garrett.....	" 6.38	3.08
.....	5.40	12.15	21	Ar Wayland, Ky.	Lv 6.25	2.55
	PM	PM			AM	PM

MARTIN—WEEKSBURY

	158 Daily	Mls.	Table 22	159 Daily
	AM		<i>(Eastern Time)</i>	PM
.....	11.30	0	Lv Martin, Ky.	Ar 3.35
.....	12.13	16	Ar Clear Creek Jct.....	Lv 2.41
.....	12.48	16	Lv Clear Creek Jct.....	Ar 2.05
.....	1.02	20	Ar Wheelwright Jct.....	Lv 1.52
.....	1.09	22	Ar Wheelwright.....	Lv 1.15
.....	1.22	20	Lv Wheelwright Jct.....	Ar 1.52
.....	1.32	23	Ar Weeksbury, Ky.	Lv 1.40
	PM			PM

Train No. 158 Ar. Ligon 12.28 p.m., Lv. 12.29 p.m. Train No. 159 Ar. Ligon 2.25 p.m., Lv. 2.26 p.m.

BRANCH LINES (Continued from page 19)

CABIN CREEK BRANCH

	118 Sunday	114 Ex. Sun.	Mls.	Table 35	113 Daily
	PM	AM		<i>(Eastern Time)</i>	AM
.....	5.10	9.30	0	Lv Cabin Creek Jct., W. Va.	Ar 8.40
.....	5.40	10.01	9	Lv Cane Fork.....	Lv 8.12
.....	f 5.46	f 10.06	11	Ar Leewood	Lv f 7.58
.....	5.59	10.18	16	Ar Dacota	Lv 7.44
.....		10.27	18	Lv W. Va. No. 2	Lv
.....		10.28	18	Lv W. Va. No. 2	Ar
.....		10.40	16	Lv Dacota	Lv
.....		10.50	19	Ar Republic	Lv
.....		10.52	19	Lv Republic	Ar
.....	6.03	11.01	16	Lv Dacota	Ar 7.40
.....	6.15	11.14	12	Lv Cherokee	Lv 7.25
.....		11.13	13	Lv Red Warrior Jct.	Lv 7.21
.....	6.27	11.30	16	Ar Kayford	Lv
.....	6.29	11.32	16	Lv Kayford	Ar
.....	6.43	11.48	13	Lv Red Warrior Jct.	Ar
.....	7.20	12.25	23	Ar Whitesville.....	Lv 6.39
.....	7.23	12.29	24	Ar Jarrolds Valley	Lv f 6.36
.....	7.24	12.30	24	Lv Jarrolds Valley	Ar
.....		12.42	26	Ar Marfork	Lv
.....	f 7.38	f 1.07	29	Ar Montcoal.....	Lv f 6.19
.....	7.44	1.15	31	Ar Edwight.....	Lv 6.13
.....	7.49	1.22	33	Ar Hazy Creek	Lv
.....	7.50	1.23	33	Lv Hazy Creek	Ar
.....	8.25	2.01	33	Lv Jarrolds Valley.....	Ar 5.46
.....	8.42	2.20	30	Ar Colcord.....	Lv 5.30
.....	8.50	2.28	31	Ar Ameagle, W. Va.	Lv 5.27
	PM	PM			AM

RAILROAD FARES REQUIRED IN PULLMAN CARS

■ The minimum number of adult railroad tickets required for exclusive occupancy of space in Pullman cars is as follows:

Car	Space	Minimum Number of Adult Tickets
Sleeping Car.....	Section.....	1
Bedroom Car.....	Room.....	1
Drawing-room.....	Berth Service.....	1½
Drawing-room.....	Seat Service.....	2
Compartment Car.....	Berth Service.....	1½
Compartment Car.....	Seat Service.....	1½

■ Two half-fare children's tickets are considered as one adult ticket. For exclusive use of berth or seat in sleeping car by child between 5 and 12 years of age, one (1) child's half-fare passage ticket only will be required.

■ Single Occupancy Pullman Rates (night service): Compartment - 2 times the lower berth rate. Drawing-room - 2½ times the lower berth rate.

G. & E. JCT.—MARFRANCE

	207 Ex. Sun. ☐	Mls.	Table 39	210 Ex. Sun. ☐
	PM		<i>(Eastern Time)</i>	PM
.....	3.40	0	Lv G. & E. Jct., W. Va.	Ar 4.44
.....	4.04	9	Ar Crichton.....	Lv f 4.21
.....	4.09	10	Ar Quinwood.....	Lv f 4.18
.....	4.12	11	Ar Marfrance, W. Va.	Lv 4.15
	PM			PM

GARRISON—POPLAR

	128 Mixed Mon., Wed., Fri.	Mls.	Table 40	127 Mixed Mon., Wed., Fri.
	AM		<i>(Eastern Time)</i>	PM
.....	8.30	0	Lv Garrison, Ky.	Ar 1.25
.....	8.50	5	Ar Sullivan.....	Lv 12.50
.....	9.25	12	" Ruggles.....	" 12.15
.....	10.25	17	Ar Poplar, Ky.	Lv 11.25

CHESAPEAKE AND OHIO LINES

DIRECTORY OF STATIONS
LOOK HERE FOR THE STATION YOU WANT TO FIND

Table with 10 columns: Table No., Station Name, Table No., Station Name, Table No., Station Name, Table No., Station Name, Table No., Station Name, Table No., Station Name. Lists various stations across Virginia and West Virginia.

IF YOUR STATION IS NOT SHOWN ABOVE IT IS LISTED BELOW, AND THE DISTANCE SHOWN IS FROM THE STARTING POINT OF THE TIME TABLE INDICATED

Table with 10 columns: Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No. Lists stations and distances from starting points.

CONTINUED ON PAGE 25



CHESAPEAKE AND OHIO LINES
DIRECTORY OF STATIONS—Continued

Table with 10 columns: Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No., Stations, Mts, Sta No. Continuation of station directory.

EXPLANATION OF REFERENCE MARKS

- Mileage on branch from Marrowbone, Ky. (Table 13)
—Mileage on branch from Harrison, W. Va. (Table 37)
—Mileage on branch from Madison, W. Va. (Table 36)
—Mileage on branch from Palmettoville, Ky. (Table 15)



A **NSWERS:**

1. "The F.F.V." ran for many decades but there was much debate as to what the letters in the name stood for. The 1936 timetable suggests that it's *The Fast Flying Virginian* but other sources say that it's *The Founding Fathers of Virginia*. Ironically, the historical silhouettes match the latter name but not the former.

2. Most dining cars utilise only tables that seat four. However, this Tavern Car appears to have given diners a bit more room by having both four- and two-seat tables.

The car could have had all the two-seat tables on one side of the aisle and the four-seaters on the other, thus giving the car a straight aisle; but, no, the staggered table set-up means there's a twisting walkway reminiscent of the passageways in the typical Australian roomette car. Not only does this make it easier for waiting staff to spill the soup all over diners, but imagine how passengers not used to walking through a moving vehicle would have trouble negotiating the twists and turns.

The tables had all been beautifully laid, just waiting for the photographer to immortalize the layout. However, look at the plates: all of those on the right-hand side of the aisle were an elegant white plate with what appears to be a company logo; those on the left, however, shows what is probably a portrait of George Washington, the hero of the C.&O. (Incidentally, am I right in also assuming that all the prints on the walls also feature Washington?)

3A. Lynchburg.

3B. Three. One motor operated trains 12 & 9 and laid over at Clifton Forge; another

ran 33 & 32; the third started from Clifton Forge and operated 10 & 11.

3C. Lynchburg would obviously have been one. The length of the journeys suggests that it would have been most practical to have engineers depoted at another two places, and after a look at the map the most logical places would appear to have been Strathmore and Balcony Falls as these engineers could also have operated branch line services (Strathmore-Lindsay, Bremodillwyn and Warren-Esmont from Strathmore; Balcony Falls-Lexington and Eagle Mountain-New Castle from Balcony Falls). Now, assuming that the Employees' Time Table (WTT, to you) tabled train 9 to arrive one minute before it departed, then an engineer taking train 12 from Lynchburg to Richmond and train 9 from Richmond to Strathmore, would, intriguingly, have had a shift of exactly eight hours.

4. Two. I suspect that the rail motor depot would have been at Rainelle and that one motor ran trains 209 & 208, whilst the other motor ran all of the other six services.

5. This is another example of poor timetable layout. When one reads Tables 36 & 37 together, it is soon realised that the loco hauled services actually ran St. Albans-Whitesville and return, with a side trip Seth-Prenter-Seth in the morning only. Table 37 is the only table in the timetable without train numbers but it would be logical for them to have retained numbers 218 & 219 when on the branches.

6. In North American railroad jargon an Air Line is a direct route. The Air Line Gordonsville-Strathmore was 29 miles

(46.6 kms) long. Prior to its construction, the journey via Richmond would have been of 145 miles (233 kms).

7. This train was only given one minute for the loco to turn around. Were these services actually run by a rail motor and not by a loco, as the timetable intimates (but intimates only by not referring to a rail motor)? Table 24 also shows only two minutes for the turn around, and there are many other tables with less than a ten minute turn around time; on Table 20, motor trains 142 & 143 are shown as having departed just as soon as they had arrived.

8. The first index, "Directory of Stations", shows all places listed in the various tables; the second index contains places that are not noted anywhere else in the booklet. Are these minor flag stops/halts/RMSPs/gates? Are they freight only stations? Are they former stations that had been closed by 1936? Some of these places are quite close to other places on either index. Intriguingly, this second list is longer than the first.

After many takeovers, in 1973 the former Chessie system became part of Conrail, one of the very few railroads to have been operated by the US Federal Government. The highest profiled of the other Government railroads is, of course, the National Railroad Passenger Corporation, which, as Amtrak, now runs all long-distance passenger services. As well, there have also been a few US army rail lines. The former Chessie system is now part of the large CSX railroad.

QUINNIMONT— HEMLOCK HOLLOW				KEENEYS CREEK— LOOKOUT			
154 Daily	Mls.	Table 24	153 Daily	188 Ex. Sun.	Mls.	Table 25	189 Ex. Sun.
PM		(Eastern Time)	PM	AM		(Eastern Time)	PM
12.15	0	Lv Quinnimont, W. Va. Ar	1.12	11.30	0	Lv Keeneys Creek, W. Va. Ar	1.20
f12.32	4	Ar Laurel..... Lv	f12.54	12.06	6	" Ballenger..... Lv	12.44
f12.40	5	Ar Brownwood..... Lv	f12.46	Note	6	" Masters..... "	Note
12.42	5	Ar Hemlock Hollow. Lv	12.44	12.12	7	Lv Rothwell..... "	12.38
PM		W. Va.	PM	12.22	8	Ar Lookout, W. Va.... Lv	12.30

NOTE—Masters nearest station to Winona P. O.

*—Daily. †—Daily except Sunday. ⊙—Motor Train. f—Flag stop.

Why did they do it?

by VICTOR ISAACS.

This article is a review of aspects of the New South Wales Government Railways' Public Timetable book of 1 November 1970. It is not a comprehensive review, rather it looks at one aspect of the services offered: that is why when so little effort could have produced better services, did they not bother? Perhaps "diatribe" might be a better word than "review". Although it is NSWGR in 1970 which is the subject of my criticism here nearly 40 years after the event, similar comments could be offered for many Australian systems at many periods of time, but especially of NSW and Queensland.

I make one basic assumption in this article. It is that (with one minor exception, mentioned below) the frequency and standard of services was correct for the traffic offering. This is a big assumption to make, but it is necessary for the purposes of the argument I will make. The criticism is that, for no or negligible extra costs, decent connections could have been made. I strongly believe that nothing irks passengers more than making them change and wait for huge periods of time at junctions. But this is precisely what the NSWGR imposed on its passengers. And it did so right when the fight with the private motor car for traffic was at its most intense. In other words, for want of little effort, they gave the game away.

Take the up service from Byrock on Tuesdays and Saturdays as an example. As I said, my assumption is that the traffic only warranted a Mixed train, and let us express gratitude that the Railways provided this extra service in this direction on these days. But, why oh why, did they then impose a connection of 1 hour and 21 minutes at Nyngan? Surely the Mixed train could have run one hour later?

It was not only Mixed train schedules that could easily have been improved, but also Passenger trains. Look at the Wednesday Rail Motor from Urana. It necessitated a wait of 2 hours and 20 minutes at the delights of The Rock station. This was plenty of time to think about the meaning of life. Or more realistically to resolve never to travel by train again. Theoretically this lengthy time meant that a connection was possible with the down Riverina Express to Albury. But I think the chances of anyone really wanting that connection was very small.

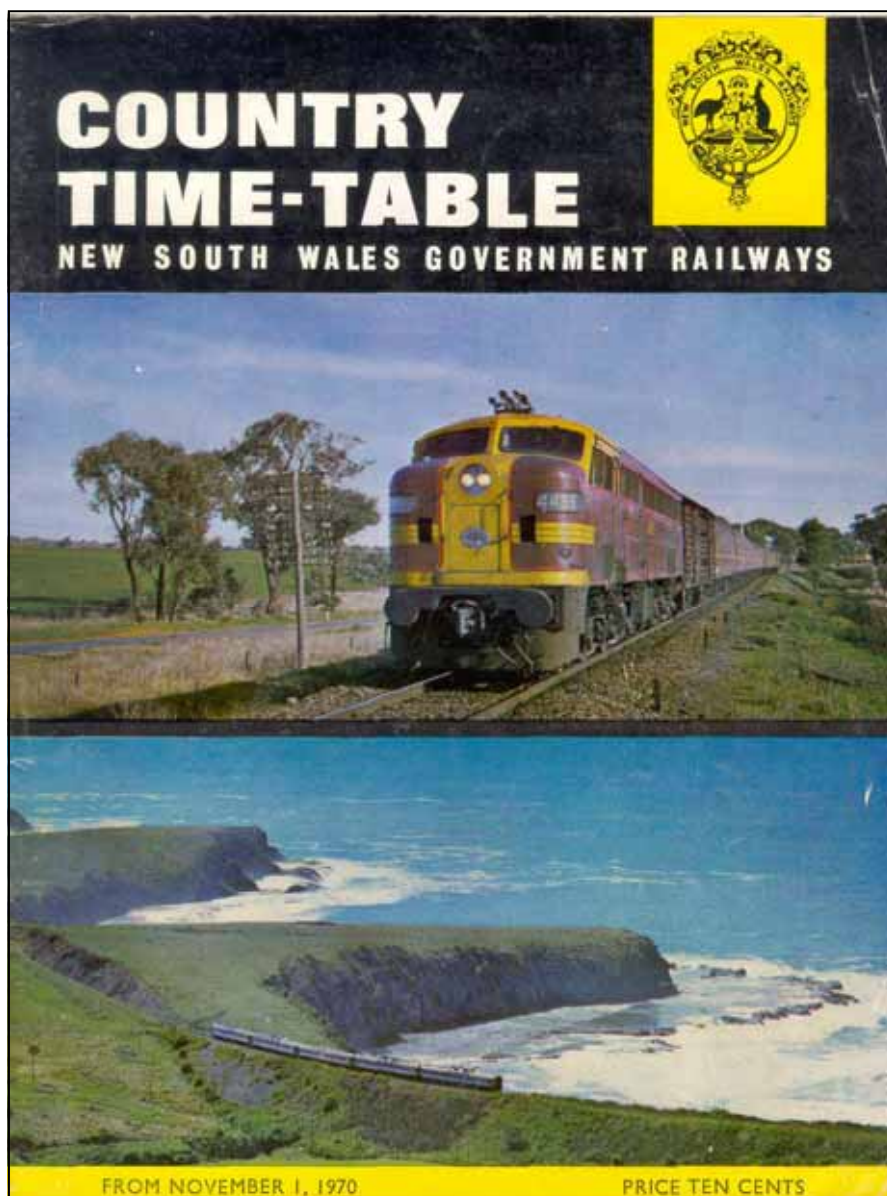
In the same area, why did the Rail Motor from Tumbarumba on Mondays, Wednesdays and Fridays require a connection of 4 hours at Wagga Wagga? Again, theoretically, this provided a connection with the

down Riverina Express, but any usefulness of this was negated by there being no equivalent connection in the opposite direction. The schedulers of the NSWGR did know about the desirability of providing a reasonable connection. They even did it with the Saturday service (29 minutes). Why not on the other days?

Another example was the Dubbo to Molong service. On Mondays to Fridays this was operated by a slower vehicle, a Rail Motor whereas on Saturdays it was a Diesel Train. Fair enough that the Rail Motor took longer. But why in addition was the connecting time also made longer? Why could not the Mondays to Fridays train operate 40 minutes later and have the same connecting time as on Saturdays?

I could cite innumerable other examples of lengthy connections, but will now only mention the worst one. On Tuesdays, Thursdays and Saturdays the passenger train service from Lake Cargelligo was augmented by a "Goods train with passenger accommodation". Well, that's good, except when our prospective passengers got to Temora they had 5 hours and 26 minutes connection time! Surely the wheat hoppers or empty biscuit wagons, or whatever it is was on the goods train, wouldn't have been disadvantaged by running a few hours later.

I said at the beginning that I wouldn't quibble with the level of service offered (rather than the connections) with one minor exception. Here is that exception.



On Mondays, Wednesdays, Fridays and Saturdays a morning service was provided from Canberra. This was a Mixed train from Canberra to Queanbeyan where it became a Passenger train to Goulburn. In other words, it would have run slowly from Canberra to Queanbeyan, then 20 minutes were taken shunting off the goods wagons. What would have been the cost saving of running a Mixed for the mere 8 kilometres from Canberra to Queanbeyan? Negligible in the extreme. By running a Passenger train all the way at least 20 minutes could

have been saved.

Now comes my biggest grouch, and it also involves Canberra. It involves not what was in the timetable book, but what was not. This was the period when Canberra had just commenced its great growth spurt; when employees in their tens of thousands were being transferred from Melbourne to Canberra, but leaving relatives and friends behind. Where did this publication tell these prospective travellers about the through services from Melbourne to Canberra and vice versa? The overnight ser-

vice via a through carriage attached to the "Spirit of Progress" could eventually be discovered by close reading of a footnote (note "P") in the Canberra-Goulburn table. Of the co-ordinated bus / "Intercapital Daylight" service there was not a mention. Not in the Canberra local table, not in the main south table, not in the Interstate tables!

This was the period when the Railway Commissioners in their Annual Reports and elsewhere were forever complaining about losing country passenger traffic.

STATIONS	Mons	Fris	Tues, Sats	Thurs	Mons, Weds, Fris
BOURKE .....lv	a.m.	a.m.	p.m.	p.m.	p.m.
Boorindal .....	..	..	..	2 9	2 19
Dwyer's .....	..	..	..	a	a
BYROCK .....ar	Rail Motor	Diesel Train	Mixed	3 8	3 18
Do .....	..	..	12 39	3 10	3 23
Glenariff .....	..	..	a	a	a
Coolshah .....	..	..	1 42	3 47	3 59
Wilga Tank .....	..	..	a	a	..
Girilambone .....	..	..	2 26	4 8	4 21
Grahweed .....	..	..	a	a	a
Summersdale .....	..	..	a	a	a
NYNGAN..R .....ar	..	..	3:29	4:44	4 56
Do	7 34	7 44	4 50	5 0	5 0
Warrigal	a	a	a	a	a
Mowers	a	a	a	a	a
Mullengudgery	a	a	a	a	a
Belaringar	a	a	a	a	a
NEVERTIRE .....ar	8 37	8 37	5 37	5 47	5 47
Do	8 53	8 53	5 38	5 48	5 48
Cathedral	a	a	a	a	a
Nyal Mundt	a	a	a	a	a
Trangle	9 32	9 24	6 3	6 13	6 13
Mungertbar	a	a	a	a	a
NARROMINE .....ar	..	..	6 29	6 39	6 39
Do	10 10	9 53	6 31	6 41	6 41
Webbe .....	..	..	6 8	6 58	6 58
Minora	10 35	10 12	7 7	7x17	7x17
DUBBO..R A/V .....ar	10:55	10:30	7 7	7x7	7x7
Do	a.m.	a.m.	p.m.	p.m.	p.m.
Do	11 25	11 25	7 45	7 45	7 45
ORANGE R .....ar	p.m.	p.m.	11 8	11 8	11 8
Do	2x13	2x13	11 17	11 17	11 17
Do	2 26	2 26	Wed,	Thurs	Tues,
Do	* Exp	* Exp	Sats	Fris	Sats
Do	None	Fris	..	..	..
SYDNEY R A/V	p.m.	p.m.	a.m.	a.m.	a.m.
Do	8 22	8 22	6 10	6 10	6 0

For notes a and R, see page 1. x Change trains. A/V Avis Rent-A-Car available, see page 4.
 ● Reservation of seats optional, see page 14. ▽ Reservation of seats optional, see page 14.
 * Sleeping car attached between Sydney and Dubbo, see page 16.
 * Central West Express, air-conditioned train between Sydney and Orange, with reserved seats only.
 † Arrives 6.10 a.m. Sundays.

THE ROCK—OAKLANDS								TABLE 21	49
Height	Dist.	STATIONS	Mons	Fris	Tues	STATIONS	Tues	Weds	
Feet	Miles		* Exp.	* Mail			Rail	Rail	
67	—	SYDNEY ..R A/V lv	8 15	10 30		OAKLANDS .....lv	6 50	6 50	
			a.m.	p.m.		Coorabin	7a 1	..	
			..	Weds		URANA	7 26	2 38	
711	339½	THE ROCK } .. ar	5x 0	9x42		Cullivel	7a44	2a55	
			p.m.	a.m.		Yuluma	8a 3	3a14	
			Rail	Rail		BOREE CREEK .. ar	8 19	3 30	
			Motor	Motor		Long Park	8 20	3 32	
615	347	Tootool	5a45	10a25		LOCKHART	8a28	3a40	
613	351½	French Park	5a55	10a35		Milbrulong	8 43	3 55	
691	356½	Milbrulong	6a 7	10a47		French Park	8 44	3 58	
518	364	LOCKHART	6 24	11 3		Tootool	9a 2	4a17	
564	371	Long Park	6 29	11 6		THE ROCK	9a13	4a28	
491	375	BOREE CREEK .. ar	6 52	11 29			9a22	4a38	
455	382½	Yuluma	6 55	11 32			9x37	4x53	
487	392½	Cullivel	7a11	11a48			* Exp.	* Mail	
			7a30	12a 7			a.m.	p.m.	
			..	p.m.			9 44	7 13	
395	400	URANA	7 46	12 23			p.m.	Thurs	
439	412	Coorabin	7 49	..			6 36	a.m.	
480	417	OAKLANDS .....ar	8a14	..		SYDNEY ..R A/V .. ar	..	7 26	
			8 25	..					

TABLE 20

WAGGA WAGGA—TUMBARUMBA

Height	Dist.	STATIONS		Suns Thurs	Tues Fris	Weds	STATIONS		Thurs	Mons Weds Fris	Sats
Feet	Miles			Mail ✱	✱ Exp.				Rail Motor	Rail Motor	Rail Motor
67	—	SYDNEY ..R } A/V lv		p.m.	8 15		TUMBARUMBA ..lv		7 5	1 16	4 45
610	321½	WAGGA WAGGA.. } A/V ar		a.m.	4x35		Glenroy		a	a	a
				9x4			Rosewood		7c34	1c45	5c14
				Mons			HUMULA } ar		8 7	2 18	5 47
				Weds			Sheahan		a	a	a
				Fris			Umbango Creek		a	a	a
				Sats							
				Rail		Rail	TARCUTTA } ar		8 42	2 53	6 23
701	327½	Forest Hill		Motor	5 10		Borambola		8 44	2 56	6 26
686	333½	LADYSMITH } ar		a.m.	5 31		Coreinbob		a	a	a
1017	338½	Tamboolba		10 4	5 34		Tamboolba		a	a	a
769	343½	Coreinbob		a	a		LADYSMITH } ar		9 28	3 40	7 10
728	347	Borambola		a	a		Forest Hill		9 30	3 43	7 13
789	356½	TARCUTTA } ar		10 50	6 20		WAGGA WAGGA } ar		9x53	4x6	7x36
				10 53	6 23		A/V				
841	365	Umbango Creek		a	a				✱ Exp.	✱▽ Mail	✱▽ Mail
901	372½	Sheahan		11 27	6 57				10 12	8 5	8 5
929	373½	HUMULA..... } ar		11 30	7 0					Tues	Suns
				p.m.						Thurs	
1958	389	Rosewood		12a 4	7c34				p.m.	Sats	
1820	397	Glenroy		a	a				6 36	7 26	a.m.
2275	402	TUMBARUMBA ..ar		12 32	8 2		SYDNEY ..R } A/V ..ar				7 38

For notes a and R, see page 1.

A/V Avis Rent-A-Car available, see page 4.

✱ Sleeping car between Sydney and Wagga Wagga, see page 15.

✱ Air-conditioned express, with reserved seats only.

▽ Reservation of seats optional, see page 14.

x Change trains.

● Reservation of seats optional, see page 14.

TABLE 29

MOLONG—DUBBO

Height	Dist.			Sundays, Tues to Fris			Mons to Frs	Sats only	
Feet	miles			✱●			Rail Motor	Diesel Train	
67	—	SYDNEY ..R } A/V lv		p.m.	9 45	DUBBO R A/V .....lv		5 40	6 40
55	7½	Strathfield R		9f56		Cumboogle		a	a
50	14½	Parramatta R		10f10		Glengeera.....		a	a
				Mondays,		Toongi		6 11	7 8
				Weds to		Nubingerie		a	a
				Saturdays		Arthurville		6 38	7 32
						Walmer		a	a
		25		a.m.		Yeoval		7 6	7 58
3017	97	Lithgow ....R		12h26		Yullundry		a	a
2155	149	Bathurst		2 6		Cumnock		7 36	8 25
2846	200½	Orange ....R		3 56		Larras Lee		a	a
1736	223½	MOLONG ..		4x55		MOLONG.....ar		8x20	9x 0
				Mons	Tues to Sat	Train No.—		60	
				a.m.	Rail Motor			Tues to Saturdays	
1736	223½	MOLONG....lv		5 30	5 30			Forbes Mail	
1648	230½	Larras Lee		5 43	5 45	MOLONG .. }lv		✱▽ p.m.	
1687	242	Cumnock		6 2	6 1	Orange ....R }ar		9 14	
1404	249½	Yullundry		a	a			10 32	
1238	258	Yeoval		6 28	6 30			Wednesdays	
1312	266	Walmer		a	a			to	
1016	273	Arthurville		6 53	6 57			Sundays	
1042	279	Nubingerie		a	a			a.m.	
938	287	Toongi		7 17	7 24	Bathurst		12 34	
942	291	Glengeera.....		a	a	Lithgow ..R		2 36	
879	298	Cumboogle		a	a	Parramatta R		5d 6p	
867	304½	DUBBO R A/V ar		7 48	7 58	Strathfield R		5d23p	
						SYDNEY ..R } A/V ..ar		5p40	

LAKE CARGELLIGO—COOTAMUNDRA

TABLE 11 43





STATIONS	Tues Thurs	Weds Fris	Sats	Tues	Tues Thurs Sats	Tues Thurs Sats	Mons Weds Fris	Mons	Sats	Weds Fris
LAKE CARGELLIGO lv	Rail Motor a.m.	Diesel Train a.m.	Rail Motor a.m.	§ Goods p.m.	§ Goods p.m.	§ Goods a.m.	Rail Motor p.m.	▽ Pass. p.m.	Rail Motor p.m.	Diesel Train p.m.
Wargambegal	..	7 10	..	..	..	8 0	..	4 25	..	4 43
Burgooney	..	a	..	..	..	a	..	a	..	a
Tullibigeal	..	7 45	..	..	..	9 15	..	5 7	..	5 20
Bygalorie	..	a	..	..	..	a	..	a	..	a
Weja	..	a	..	..	..	a	..	a	..	a
UNGARIE .. ar	..	8 19	..	..	..	11 2	..	5 51	..	5 57
Girral	..	8 21	..	..	..	11 27	..	5 54	..	6 0
Calleen	..	a	..	..	..	a	..	a	..	a
West Wyalong	9 2	9 1	..	..	..	12 51	..	6 43	..	6 40
WYALONG .. ar	9 6	9 6	..	..	..	1 2	..	6 51	..	6 45
CENTRAL .. lv	9 10	9 10	..	..	..	1 20	..	6 56	7 10	6 50
South Wyalong	a	a	..	..	..	a	..	a	a	a
Yiddah	a	a	..	..	..	a	..	a	a	a
BARMEDMAN .. ar	9 45	9 40	..	..	..	2 12	..	7 29	7 47	7 23
Reefton	9 48	9 43	9 58	2 52	..	2 22	..	7 32	7 50	7 26
Gidginbung	a	a	a	..	..	a	..	a	a	a
TEMORA..R .. ar	10 32	10 19	10 42	4 13	..	3 34	..	8x10	8x36	8 4
Combaning	10 40	10 40	10 47	..	..	..	..	..	..	..
Springdale	a	a	a	..	..	..	..	..	..	..
Gundibindyal	a	a	a	..	..	..	..	..	..	..
STOCKINBINGAL ..	11 13	11 10	11 20	..	6 32	..	8 52	..	9 46	..
Yeo Yeo	a	a	a	..	..	..	..	..	..	..
Cootamundra West	11 39	11 32	11 46	..	7 20	..	9 27	..	10 17	..
COOTAMUNDRA R ar	11x42	11x35	11x49	..	7 24	..	9 30	..	10x20	..
Do	Exp. *+	Exp. *+	Exp. *+	..	..	..	..	..	..	..
Do	12 0	12 0	12 0	..	..	..	..	..	..	..
GOULBURN R .. ar	3 17	3 17	3 17	..	..	..	..	..	..	..
Do	3 21	3 21	3 21	..	..	..	..	..	..	..
SYDNEY .. R A/V ar	6 36	6 36	6 36	..	..	..	..	..	7 26	..

For notes a and R, see page 1. x Change trains. † Arrives Sydney at 7.38 a.m. on Sundays.
 Sleeping car attached between Cootamundra and Sydney see page 15. Δ Reservation of seats optional, see page 14. A/V Avis Rent-A-Car available, see page 4.
 * Air-conditioned Express with reserved seats only. § Goods train with passenger accommodation.
 + Light refreshments, see page 17.



CANBERRA
Stations COOMA—BOMBALA—QUEANBEYAN—GOULBURN to SYDNEY

Train No.	44 Mons Weds Fris Sats	18 Suns only	138 Tues Weds Fris Sats	38 Mons to Sats	40 Mons to Sats	412 Mons Weds Fris Sats
BOMBALA .....lv	Mixed		Diesel Train	Diesel Train	*▽	Goods
Bukalong	a.m.	p.m.	p.m. 12 23	p.m.	p.m.	p.m. 1 30
Jincumbilly .....	..	..	a	..	..	a
Holt's Flat .....	..	..	a	..	..	a
MacLaughlin .....	..	..	a	..	..	a
Nimmitabel .....{ar	..	..	1 44	..	..	3 50
Coonerang .....	..	..	a	..	..	4 20
Rock Flat .....	..	..	a	..	..	a
COOMA R A/V .....ar	..	..	2x30	..	..	5x46
Train No.			38b * 4			12x7
COOMA R A/V .....lv	..	..	Mons to Sats			Mons Weds Fris Sats
Bunyan .....	..	..	p.m. 3 25	..	..	p.m. 7 50
Chakola .....	..	..	a	..	..	8 7
Bredbo .....	..	..	4 1	..	..	8 17
Colinton .....	..	..	a	..	..	8 40
Michelago .....	..	..	4 30	..	..	8 58
Williamsdale .....	..	..	a	..	..	9 21
Royalla .....	..	..	4 51	..	..	9 48
Tuggeranong .....	..	..	..	..	..	9 57
CANBERRA A/V ..lv	10 0	4 10	..	5 15	..	10 13
Burbong .....{ar	10 15	4 21	5 18	5 25	..	..
QUEANBEYAN ..lv	Pass. 10 35	4 24	5 32	..	..	..
Bungendore .....lv	a	a	..	..	..	..
Butmaroo	11 25	5 9	6 5	..	..	..
Mount Fairy	a	a	..	..	..	..
Tarago	p.m. 12 21	5 43	6 34	..	..	..
Lake Bathurst	a	a	..	..	..	..
Inverloch	a	a	..	..	..	..
Komungla	a	a	..	..	..	..
GOULBURN R .....ar	1x 7	6 22	7 8	..	..	..
GOULBURN R .....lv	p.m. 2 0	p.m. 1 55	p.m. 6 38	p.m. 7 12	..	..
Moss Vale .....ar	3 15	3 10	7 43	8 10	..	..
Liverpool .....2 ..ar	5d16	5d 6	9d17	9d40	..	..
Strathfield R .....ar	5d41	5d29	9d37	10d 1	..	..
SYDNEY R .....A/V ar	5 55	5 42	9 51	10 14	..	..

MEMO....
TO ALL CLUB SECRETARIES
 **Save Time**
 **Save Money**
 **Save Trouble**
FOR ALL YOUR OUTINGS GO BY TRAIN...
Block Bookings
Concession Fares
Tours Arranged

 Write, phone or call ...
RAILWAY TRAVEL BUREAU
 CHALLIS HOUSE,
 6 MARTIN PLACE,
 MAIN CONCOURSE,
 SYDNEY STATION.
25 1613

Explanatory Notes

- g Trains stop to pick up and set down passengers when required; passengers wishing to alight should give notice to Guard at the previous stopping station. At platforms where no Railway Officer is in charge, intending passengers should exhibit the signal provided.
- d Stops regularly to set down passengers, but does not pick up.
- f Stops regularly to pick up passengers, but does not set down.
- a Arrives Strathfield 4.54 a.m., Sydney 5.09 a.m. Saturdays and Strathfield 4.56 a.m., Sydney 5.14 a.m. Sundays.
- x Change trains.
- P Conveys air-conditioned through car with sleeping and sitting accommodation, Canberra to Melbourne, arrive 9.55 a.m. next day connecting at Goulburn with Spirit of Progress, leaving Sydney at 8.10 p.m.; also through car, with sleeping and sitting accommodation, Canberra to Sydney, connecting at Goulburn with Cooma Mail for Sydney leaving Goulburn at 1.10 a.m.

- R Refreshments available at this station.
- * Reserved seats only on this train—seat reservation fee \$0.30; except for journeys over 50 miles wholly within the sections Goulburn-Canberra/ Cooma, fee \$0.20 (under 50 miles no fee).
- * Sleeping car attached, see page 15.
- † Light meals and refreshments (tray service), also liquor service, available on the train.
- Seats may be reserved by passengers joining at Sydney, Strathfield, Liverpool or Goulburn, fee \$0.20, see page 14.
- § Goods train with passenger accommodation.
- A/V Avis Rent-A-Car available, see page 4.



Hop, Skip & Jump

by GEOFF LAMBERT and IAN ABBOTTSMITH



For years, Totem Shopping Centre squatted like a giant toad in the middle of Balgowlah, a suburb next to Manly on Sydney Harbour. Reputedly the 3rd-oldest off-street shopping centre in Sydney, it dated from the 1950s and, by the early 2000s was regarded as somewhat *'past its use-by date'*.

When the Stockland company bought Totem in 2004, they proposed a major redevelopment on the site, a proposal which engendered a good deal of angst and which took several years to get through the Development Approval process at Council and the Land and Environment Court. One of the concerns raised in the DA process was the provision to be made for shopping 'regulars', especially the elderly, infirm and car-less to do their weekly shopping during the several years that the redevelopment was to consume. In an agreement hammered out between Stockland and Manly Council, Stockland agreed to partially fund a free bus service, to be run by the Council and to transport shoppers from their homes, to Balgowlah and onwards to

the interim 'shopping destinations'. Manly Council believed that this service would also:

- entice people to use public transport in an environmentally friendly manner,
- provide a realistic alternative to travel in the Manly area because of its significant traffic snarls and parking problems
- provide access to many facilities not well served by existing bus services eg. the swim centre, skate board facilities, Clontarf beach, pool and reserve, etc.
- provide service to residential areas in a customer friendly manner by not forcing them to walk to main roads particularly where terrain is restrictive.
- provide a customer focused service with a direct emphasis on friendly helpful service.

Totem was the key to the service and therefore to the routes and timetables—all 3 bus routes which were introduced pass through Balgowlah, where interchange between the three can take

place (see map above). This was a of clear benefit to Stockland because it meant that the ties which previously bound shoppers to the Totem Shopping Centre would not be completely severed. Although the service can be—and obviously is meant to be—used to get shoppers from (say) Seaforth to Manly, the interchange ensures that Balgowlah, and hence Totem, remains locked in their minds.

The service commenced in mid-March 2006, with 3 Toyota *Coaster* buses, and a Mercedes-Benz *Vario*.

Stockland currently provide part of the funding for the service; broadly somewhere around 50% and other sponsors are being actively sought. There are also customer donations which contribute towards fuel costs.

The bus is 'hailable' from anywhere on the street and likewise will set down where required. Many of the streets are not serviced by the STA so there are no signposted stops. Designated bus zones are used though where appropriate or helpful. This occurs in

(Continued on page 16)

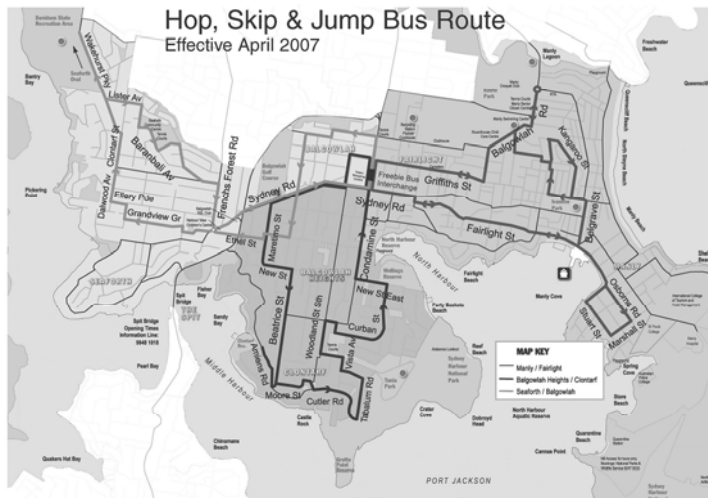
Your Hop, Skip & Jump Bus timetable

Balgowlah Heights / Clontarf route

	Monday to Friday only	Every day
Condamine St Interchange	8:30 am	9:30 am 10:30 am 11:30 am 12:30 pm 1:30 pm 2:30 pm 3:30 pm 4:30 pm 5:30 pm
Mareimo/Ethel Street	8:34 am	9:34 am 10:34 am 11:34 am 12:34 pm 1:34 pm 2:34 pm 3:34 pm 4:34 pm 5:34 pm
Beatrice / Ernest Streets	8:36 am	9:36 am 10:36 am 11:36 am 12:36 pm 1:36 pm 2:36 pm 3:36 pm 4:36 pm 5:36 pm
Clontarf Reserve	8:40 am	9:40 am 10:40 am 11:40 am 12:40 pm 1:40 pm 2:40 pm 3:40 pm 4:40 pm 5:40 pm
Cutler / Tabulum Streets	8:43 am	9:43 am 10:43 am 11:43 am 12:43 pm 1:43 pm 2:43 pm 3:43 pm 4:43 pm 5:43 pm
Balgowlah Bowling Club	8:45 am	9:45 am 10:45 am 11:45 am 12:45 pm 1:45 pm 2:45 pm 3:45 pm 4:45 pm 5:45 pm
Curban / New Streets	8:48 am	9:48 am 10:48 am 11:48 am 12:48 pm 1:48 pm 2:48 pm 3:48 pm 4:48 pm 5:48 pm
North Harbour Reserve	8:50 am	9:50 am 10:50 am 11:50 am 12:50 pm 1:50 pm 2:50 pm 3:50 pm 4:50 pm 5:50 pm
Condamine St Interchange	8:53 am	9:53 am 10:53 am 11:53 am 12:53 pm 1:53 pm 2:53 pm 3:53 pm 4:53 pm 5:53 pm

Warringah Mall route

	Monday to Friday only
Condamine St Interchange	9:00 am 11:00 am 1:30 pm
Warringah Mall	9:10 am 11:10 am 1:40 pm
Condamine St Interchange	9:25 am 11:25 am 1:55 pm



Your Hop, Skip & Jump Bus timetable



Effective April 2007

- Manly route (clockwise via Swim Centre)
- Manly route (anti-clockwise via Fairlight St)
- Seaforth / Balgowlah route
- Balgowlah Heights / Clontarf route
- Warringah Mall route



Manly Council



Your Hop, Skip & Jump Bus timetable



Manly route (clockwise via Swim Centre)

	Monday to Friday only	Every day	Monday to Friday only
Condamine St Interchange	7:00 am 7:30 am 8:00 am 8:30 am	9:00 am 9:30 am 10:00 am 10:30 am 11:00 am 11:30 am 12:00 pm 12:30 pm 1:00 pm 1:30 pm 2:00 pm 2:30 pm 3:00 pm 3:30 pm 4:00 pm 4:30 pm 5:00 pm 5:30 pm	6:00 pm
Swim Centre	7:05 am 7:35 am 8:05 am 8:35 am	9:05 am 9:35 am 10:05 am 10:35 am 11:05 am 11:35 am 12:05 pm 12:35 pm 1:05 pm 1:35 pm 2:05 pm 2:35 pm 3:05 pm 3:35 pm 4:05 pm 4:35 pm 5:05 pm 5:35 pm	6:05 pm
Senior Citizens Centre	7:06 am 7:36 am 8:06 am 8:36 am	9:06 am 9:36 am 10:06 am 10:36 am 11:06 am 11:36 am 12:06 pm 12:36 pm 1:06 pm 1:36 pm 2:06 pm 2:36 pm 3:06 pm 3:36 pm 4:06 pm 4:36 pm 5:06 pm 5:36 pm	6:06 pm
Raglan St / Belgrave St	7:11 am 7:41 am 8:11 am 8:41 am	9:11 am 9:41 am 10:11 am 10:41 am 11:11 am 11:41 am 12:11 pm 12:41 pm 1:11 pm 1:41 pm 2:11 pm 2:41 pm 3:11 pm 3:41 pm 4:11 pm 4:41 pm 5:11 pm 5:41 pm	6:11 pm
Town Hall	7:13 am 7:43 am 8:13 am 8:43 am	9:13 am 9:43 am 10:13 am 10:43 am 11:13 am 11:43 am 12:13 pm 12:43 pm 1:13 pm 1:43 pm 2:13 pm 2:43 pm 3:13 pm 3:43 pm 4:13 pm 4:43 pm 5:13 pm 5:43 pm	6:13 pm
Little Manly Beach	7:16 am 7:46 am 8:16 am 8:46 am	9:16 am 9:46 am 10:16 am 10:46 am 11:16 am 11:46 am 12:16 pm 12:46 pm 1:16 pm 1:46 pm 2:16 pm 2:46 pm 3:16 pm 3:46 pm 4:16 pm 4:46 pm 5:16 pm 5:46 pm	6:16 pm
Manly Wharf	7:19 am 7:49 am 8:19 am 8:49 am	9:19 am 9:49 am 10:19 am 10:49 am 11:19 am 11:49 am 12:19 pm 12:49 pm 1:19 pm 1:49 pm 2:19 pm 2:49 pm 3:19 pm 3:49 pm 4:19 pm 4:49 pm 5:19 pm 5:49 pm	6:19 pm
Hill Street	7:23 am 7:53 am 8:23 am 8:53 am	9:23 am 9:53 am 10:23 am 10:53 am 11:23 am 11:53 am 12:23 pm 12:53 pm 1:23 pm 1:53 pm 2:23 pm 2:53 pm 3:23 pm 3:53 pm 4:23 pm 4:53 pm 5:23 pm 5:53 pm	6:23 pm
Condamine St Interchange	7:26 am 7:56 am 8:26 am 8:56 am	9:26 am 9:56 am 10:26 am 10:56 am 11:26 am 11:56 am 12:26 pm 12:56 pm 1:26 pm 1:56 pm 2:26 pm 2:56 pm 3:26 pm 3:56 pm 4:26 pm 4:56 pm 5:26 pm 5:56 pm	6:26 pm

Manly route (anti-clockwise via Fairlight St)

	Monday to Friday
Condamine St Interchange	8:30 am 9:30 am 10:00 am 10:30 am 11:30 am 12:00 pm 12:30 pm 1:00 pm 2:00 pm 2:30 pm 3:00 pm 3:30 pm 4:00 pm
Hill Street	8:33 am 9:33 am 10:03 am 10:33 am 11:33 am 12:03 pm 12:33 pm 1:03 pm 2:03 pm 2:33 pm 3:03 pm 3:33 pm 4:03 pm
Manly Wharf	8:37 am 9:37 am 10:07 am 10:37 am 11:37 am 12:07 pm 12:37 pm 1:07 pm 2:07 pm 2:37 pm 3:07 pm 3:37 pm 4:07 pm
Gilbert Park	8:38 am 9:38 am 10:08 am 10:38 am 11:38 am 12:08 pm 12:38 pm 1:08 pm 2:08 pm 2:38 pm 3:08 pm 3:38 pm 4:08 pm
Raglan St / Belgrave St	8:40 am 9:40 am 10:10 am 10:40 am 11:40 am 12:10 pm 12:40 pm 1:10 pm 2:10 pm 2:40 pm 3:10 pm 3:40 pm 4:10 pm
Swim Centre	8:44 am 9:44 am 10:14 am 10:44 am 11:44 am 12:14 pm 12:44 pm 1:14 pm 2:14 pm 2:44 pm 3:14 pm 3:44 pm 4:14 pm
Senior Citizens Centre	8:45 am 9:45 am 10:15 am 10:45 am 11:45 am 12:15 pm 12:45 pm 1:15 pm 2:15 pm 2:45 pm 3:15 pm 3:45 pm 4:15 pm
Condamine St Interchange	8:52 am 9:52 am 10:22 am 10:52 am 11:52 am 12:22 pm 12:52 pm 1:22 pm 2:22 pm 2:52 pm 3:22 pm 3:52 pm 4:22 pm



Seaforth / Balgowlah route

	Monday to Friday only	Every day	Monday to Friday only
Condamine St Interchange	8:00 am	9:00 am 10:00 am 11:00 am 12:00 pm 1:00 pm 2:00 pm 3:00 pm 4:00 pm 5:00 pm	6:00 pm
Kitchener Street	8:02 am	9:02 am 10:02 am 11:02 am 12:02 pm 1:02 pm 2:02 pm 3:02 pm 4:02 pm 5:02 pm	6:02 pm
Mareimo Street/Ethel Street	8:05 am	9:05 am 10:05 am 11:05 am 12:05 pm 1:05 pm 2:05 pm 3:05 pm 4:05 pm 5:05 pm	6:05 pm
Grandview Grove	8:08 am	9:08 am 10:08 am 11:08 am 12:08 pm 1:08 pm 2:08 pm 3:08 pm 4:08 pm 5:08 pm	6:08 pm
Seaforth Oval	8:12 am	9:12 am 10:12 am 11:12 am 12:12 pm 1:12 pm 2:12 pm 3:12 pm 4:12 pm 5:12 pm	6:12 pm
Baranbali Avenue	8:16 am	9:16 am 10:16 am 11:16 am 12:16 pm 1:16 pm 2:16 pm 3:16 pm 4:16 pm 5:16 pm	6:16 pm
Seaforth Shops	8:20 am	9:20 am 10:20 am 11:20 am 12:20 pm 1:20 pm 2:20 pm 3:20 pm 4:20 pm 5:20 pm	6:20 pm
Condamine St Interchange	8:25 am	9:25 am 10:25 am 11:25 am 12:25 pm 1:25 pm 2:25 pm 3:25 pm 4:25 pm 5:25 pm	6:25 pm



Manly's free seven-day-a-week Hop Skip and Jump Bus service promotes public transport and active transport use and encourages reduced car dependency in the Manly Area.

Note: this timetable is published as a guide to the operation of the Hop, Skip & Jump Community Bus service. Actual operating times may vary depending on circumstances.

the Manly CBD and Balgowlah shops because of the busy nature of these locations. Stops in Fairlight St and Curban St Balgowlah Heights are popular with passengers. H,S & J stop signs have been erected in some locations to alert people to the service and entice them to congregate rather than spread out, however, the bus will still stop anywhere it is safe to do so.

Initially, Sydney Buses expressed reservations about the service, particularly if the Council were to impose fares or donations to travel. It did however later endorse the service and has maintained a positive relationship since. The service has always been legal and correct within the Ministry of Transport guidelines. In its original form, official accreditation was not required but was later sought to enable the scope and nature to change as the service matured, to permit the acceptance of donations and to present the most professional image to the public.

Patronage was satisfactory from the start and has grown since. In the first months, customer usage of the community bus service peaked during July 2006, with school holidays contributing to a record 4,398 passenger journeys made in one week. The number of passenger journeys in that month was 17,655 of which 14,009 (79.3%) travelled on the Manly/Fairlight route. This represented a daily average over the month of 569 passengers on all runs, compared to a daily average of

477 during June 2006. After twenty weeks of operation, a total of 61,880 passenger journeys had been made. On Friday 18 January 2008 the 500,000th passenger, Mrs Rose Hor stepped on to the Hop Skip & Jump.

Although initially driven by concerns about access for the elderly, the service was eventually designed to cater for all sections of the community. Passenger surveys have indicated this to be the case. There are significant numbers of young people along with all other age groups. Whilst there is one bus with wheel chair loading facilities other buses have normal step entry thru a narrow door and the service has no helpers so overall it is not specifically designed for the infirm.

After several months of operation patronage trends and a passenger survey lead to some refinement of the original routes and timetable:

On the main Manly run the last weekday trip at 6.30pm was deleted. On weekends the 7am start dropped back to 9am and the 6.30pm finish became 5.30pm.

Early and late Balgowlah Heights and Seaforth weekday services were reduced from half hourly to hourly and cut back from a 7.00am start to 8.00/8.30am and from a 6.30pm finish to a 5.30/6.00pm finish.

A second Manly service was introduced by using the time resources saved from the above reductions and

was essentially a reverse of the main Manly run.

Patronage is now at approximately 340,000 journeys per year or a weekly average of around 6500 trips. Maximum weekly patronage occurred last summer school holidays when in December a weekly total of 7600 was recorded. The service even attracts Manly Ferry commuters and others whose destination always would have been Manly Wharf rather than Totem.

Redevelopment of Totem began in earnest in late 2007 and will take approximately 2 years. However, Manly Council has endorsed continuation of the service as a permanent feature of the Manly area. Two new vehicles have been purchased in the last twelve months and there are plans for future vehicle replacements.

The Hop Skip and Jump timetable is available in PDF form on the web at <http://www.manly.nsw.gov.au/Hop-Skip-Jump-Bus.html>. From this, Manly Council produces a double-sided black and white leaflet, which is folded into "DL" form for distribution to users.

The initiative has spawned several imitators in Sydney and Parramatta and other Councils are watching closely.

Co-author, AATTC member and former Sydney Branch convenor Ian Abottsmith is a regular driver with Hop Skip and Jump.

