

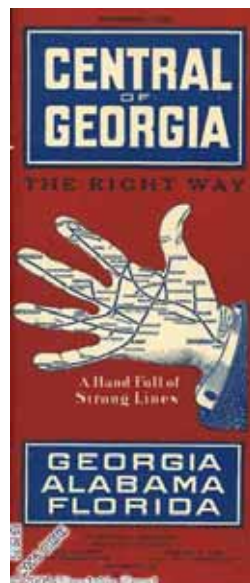
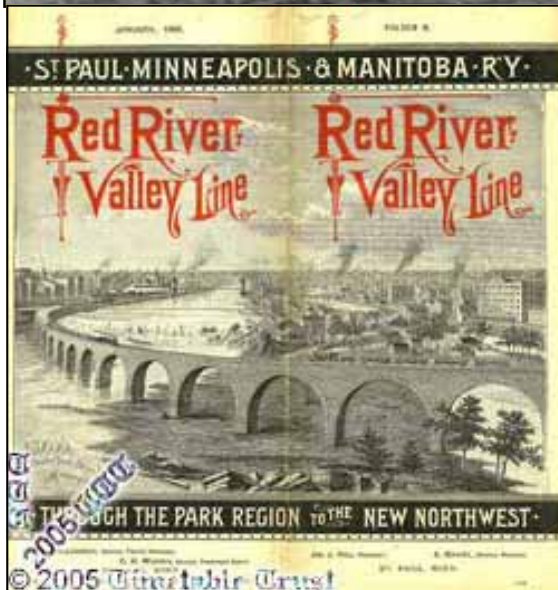


The Times

November 2008

A journal of transport timetable history and analysis

Bridging the gap
between Bacchus
Marsh and Ballan



**Inside: Before the Ingliston Bank
Please Explain!
Wylde St by Trolleybus
*The Joy of Timetables***

RRP \$2.95
Incl. GST

The Times

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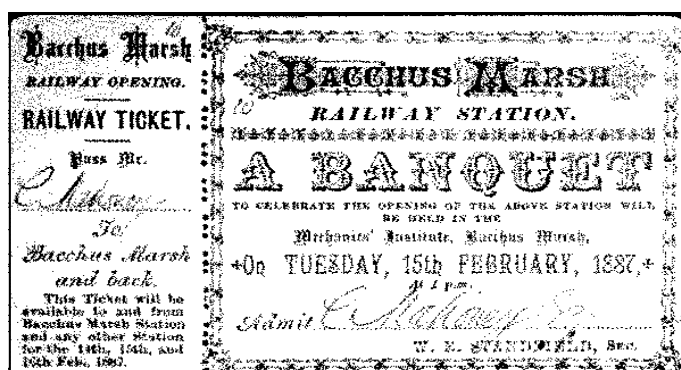
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On the front cover

This is the Dog Trap Gully on the famous Ingliston Bank near Bacchus Marsh in Victoria. The railway contractors, Messrs Horace Bastings & Co., thought they were terribly clever in facing the embankment here of the local impermeable clay and thus creating a water supply dam for the locomotives. Alas, it went seriously pear shaped a few months after opening when a flood took out the dam. It was replaced with a culvert. While it was being replaced, passengers who had just got used to the novelty of travelling up the hill by train had to revert to the old practice of doing so via Melbourne, Geelong and Ballarat. In this issue David Hennell spells out how they did it before the railway came.



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The Times on-line

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Up the hill or... from Bacchus Marsh to Ballan in 1888

DAVID HENNELL

With the opening of the railway from West Geelong¹ to Ballarat West² on 11th April 1862, it was possible to travel by train from Melbourne to Ballarat although the journey entailed a reversal at Geelong where, fortunately, refreshments were available. The direct route via Bacchus Marsh was not completed until 4th December 1889 with the opening of the section from Bacchus Marsh to Ballan. In geological terms, this required the ascent of the Rowsley Fault and, in railway parlance, this is the (in) famous 1 in 48 Ingliston Bank. Bacchus Marsh is 343 ft (105 m) above sea level, Ingliston³ (the top of the grade) is 1513 ft (461 m) and Ballan 1666 ft (508 m).

The direct railway between Sunshine and Warrenheip opened bit by bit as a local line from each end. This explains the convoluted route taken from Gordon to

Dunnstown (serving the population centres and avoiding two large bridges) prior to the Regional Fast Rail project of 2005/2006 when a 5 km shorter direct route was opened, bypassing the sites of the former stations of Millbrook, Wallace and Bungaree. The original route remains in use as a 13 km crossing loop.

Opening dates were as shown in the Table below.

The Sands & McDougall's Monthly Diary for August 1888 shows two trains Monday

to Saturday between Melbourne and Bacchus Marsh, five between Melbourne, Geelong and Ballarat and three between Ballarat and Ballan, with a fourth on Saturday evening. The South Western line had reached Terang by this time and through trains had been running between Melbourne and Adelaide⁶ for nearly two years. There were additional trains to Werribee but these are shown in a separate Werribee table rather than in the main Dimboola table. The diary doesn't necessarily show all stations (and hence can't be relied upon

Section	Opening Date
Melbourne end Bacchus Marsh Junction ⁴ to Melton	2nd April 1884
Melton to Parwan	1st April 1886
Parwan to Bacchus Marsh	16th February 1887
Ballarat end Warrenheip to Gordons ⁵	7th May 1879
Gordons to Ballan	22nd December 1886
Middle section Bacchus Marsh to Ballan	4th December 1889

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VICTORIAN RAILWAYS.

Seymour to Numurkah.

	a.m.	p.m.	s. d.	s. d.
Melbourne dep.	6 40	2 55
Seymour { arr.	9 5	5 19	10 3	6 9
Mangalore dep.	9 45	6 5	..	..
Tabilk dep.	10 1	6 21	11 3	7 6
Nagambie dep.	10 17	..	12 3	8 3
Wahring dep.	10 27	6 56	13 0	8 9
Murchison dep.	10 40	..	14 0	9 3
Arcadia dep.	10 57	7 27	15 3	10 3
Toolamba dep.	11 17	7 47	16 3	11 0
Mooroopna dep.	11 31	8 1	17 3	11 6
Shepparton { arr.	11 51	8 21	18 3	12 3
Congupna Road dep.	12 0	8 30	..	..
Tallygaropna dep.	12 15	8 45	18 9	12 6
Wunghnu dep.	12 36	9 0	19 9	13 3
Numurkah arr.	12 45	9 15	20 6	13 9
Wunghnu arr.	1 3	9 33	21 6	14 3
Numurkah arr.	1 15	9 45	22 3	14 9

Benalla to Yarrawonga.

	a.m.	p.m.		a.m.	p.m.
Melbourne d.	6 40	4 55	Yarrawonga...	5 30	2 35
Benalla.... { a...	11 30	8 35	Telford.....	5 50	2 55
Georambat d.	11 45	8 50	Tungamah....	6 10	3 13
Devenish d.	12 15	9 20	St. James....	6 32	3 36
St. James d.	12 38	9 38	Devenish....	6 43	3 48
Tungamah d.	12 45	9 50	Goorambat ..	7 3	4 5
Telford..... d.	1 7	10 12	Benalla { a.	7 30	4 45
Yarrawonga..... d.	1 27	10 32	Melbourne .. d.	7 56	5 18
Yarrawonga..... d.	1 50	10 55	Melbourne .. d.	11 16	10 15

Everton to Myrtleford

	a.m.	p.m.		a.m.	p.m.
Melbourne d.	6 40	4 55	Myrtleford	5 18	2 23
Everton d.	1 10	10 13	Palmerston	5 31	2 38
Murmungee d.	1 34	10 37	Murmungee....	5 44	2 51
Palmerston d.	1 47	10 50	Everton { a.	6 8	3 15
Myrtleford d.	2 0	11 3	Melbourne d.	6 10	3 17
Myrtleford d.	2 0	11 3	Melbourne d.	11 16	10 15

VICTORIAN RAILWAYS.

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Numurkah to Seymour.

	a.m.	p.m.	s. d.	s. d.
Numurkah dep.	5 35	3 10
Wunghnu dep.	5 46	3 22
Tallygaropna dep.	6 1	3 40
Congupna Road dep.	6 14	3 55	..	..
Shepparton { arr.	6 28	4 10	..	..
Mooroopna dep.	6 43	4 25	..	..
Toolamba dep.	6 51	4 32	..	..
Arcadia dep.	7 10	4 47	..	..
Murchison dep.	7 25	5 0	..	..
Wahring dep.	7 47	5 24	..	..
Nagambie dep.	8 5	..	..	..
Tabilk dep.	8 22	6 2	..	..
Mangalore dep.	8 52	6 30	..	..
Seymour { arr.	9 10	6 47	..	..
Melbourne { dep.	9 33	7 35	..	..
Melbourne arr.	11 16	10 15	..	..

Melb. to Bacchus Mrsh. Bacchus Mrsh to Mel

	a.m.	p.m.		a.m.	p.m.
Melbourne d.	7 35	4 40	Bacchus Marsh	9 15	6 40
North Melbourne	7 39	4 44	Parwan d.	9 22	6 47
Footscray d.	7 44	4 49	Melton d.	9 37	7 2
Braybrook Jnctn.	7 53	4 58	Mnt. Atkinson	9 45	7 12
Kororoit d.	8 15	5 6	Kororoit d.	10 4	7 20
Mount Atkinson	8 17	5 22	Braybrook Jnc	10 12	7 37
Melton d.	8 25	5 32	Footscray d.	10 20	7 45
Parwan d.	8 43	5 48	Nth Melbourne	10 26	7 51
Bacchus Marsh..	8 50	5 55	Melbourne	10 30	7 55

**Melbourne to Geelong, Ballarat, Stawell,
Horsham, and Dimboola.**

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
Melbourne.....d.	..	6 30	11 10	4 5	4 25	7 0
Werribee .....	..	7 12	11 55	..	5 7	7 36
Little River .....	..	7 22	12 18	..	5 27	7 54
Geelong .....a.	..	8 5	12 57	5 20	6 0	8 22
".....d.	..	8 25	1 12	5 40	6 17	8 37
Moorabool .....	..	..	..	..	6 33	..
Gheringhap .....	..	..	..	..	..	..
Leigh Road.....	..	8 52	1 35	..	6 46	..
Lethbridge .....	..	..	1 48	..	6 59	..
Meredith .....	..	9 25	2 10	..	7 17	..
Elaine .....	..	..	..	..	..	..
Lal Lal.....	..	9 55	2 40	..	7 47	10 3
Yendon.....	..	10 5	2 48	..	7 55	..
Warrenheip.....	..	10 17	3 4	..	8 7	..
Ballarat East.....	..	10 28	3 18	7 13	8 20	10 28
Ballarat .....a.	..	10 30	3 20	7 15	8 22	10 30
".....d.	6 25	10 50	3 45	7 40	..	10 40
Beaufort.....	7 40	12 5	5 22	8 37	..	11 55
Buangor.....	8 20	12 40	6 7	..	..	12 31
Ararat.....a.	9 5	1 16	6 50	..	..	1 7
".....d.	9 20	1 41	7 0	9 38	..	1 22
Armstrongs.....	9 39	1 56	7 15	..	..	1 37
Gt. Western.....	9 52	2 11	7 30	..	..	1 52
Stawell .....a.	10 15	2 36	7 55	10 17	..	2 17
".....d.	10 32	3 15	..	10 32	..	..
Glenorchy	11 12	3 55	..	..	..	..
Lubeck	11 50	4 33	..	..	..	..
Murtoa	12 19	5 4	..	11 40	..	..
Jung Jung.....	12 39	5 24	..	..	..	..
Horsham.....	1 15	6 0	..	12 15	..	..
".....d.	1 30	6 15	..	12 20	..	..
Pimpinio	2 0	6 45	..	..	..	..
Wail.....	2 20	7 5	..	..	..	..
Dimboola	2 35	7 20	..	1 0	..	..

4.5 p.m. Train, Express (Sundays excepted).

**Dimboola to Horsham, Stawell, Ballarat,
Geelong, and Melbourne.**

	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
Dimboola .....d	1 0	..	..	..	10 35	5 0
Wail .....	..	..	..	..	10 50	5 15
Pimpinio.....	..	..	..	..	11 10	5 35
Horsham .....a	1 45	..	..	..	11 45	6 10
".....d	1 50	..	..	..	12 0	6 30
Jung Jung .....	..	..	..	..	12 39	7 6
Murtoa	2 23	..	..	..	12 59	7 26
Lubeck .....	..	..	9 10	..	1 30	7 57
Glenorchy .....	..	..	9 55	..	2 15	8 40
Stawell .....a	3 30	..	10 30	..	2 50	9 15
".....d	3 35	..	6 45	10 45	3 3	9 30
Gt. Western.....	..	..	7 7	11 13	3 24	9 55
Armstrongs .....	..	..	7 23	11 29	3 38	10 15
Ararat .....a	..	..	7 39	11 45	3 54	10 30
".....d	4 13	..	7 49	12 0	4 9	10 35
Buagor .....	..	..	8 25	12 45	4 45	11 13
Beaufort	5 16	..	9 2	1 40	5 25	12 5
Ballarat .....a	6 13	..	10 21	3 10	6 43	1 28
".....d	6 25	6 35	11 30	4 20	7 10	..
Ballarat East .....	..	6 37	11 33	4 23	7 13	..
Warrenheip .....	..	..	11 45	4 35	7 25	..
Yendon .....	..	6 58	11 56	4 46	7 35	..
Lal Lal .....	..	..	12 4	4 54	7 42	..
Elaine .....	..	..	..	..	..	..
Meredith .....	..	7 30	12 31	5 20	8 8	..
Lethbridge .....	..	..	..	..	..	..
Leigh Road .....	..	7 58	1 5	5 49	8 37	..
Gheringhap .....	..	..	..	..	..	..
Moorabool .....	..	..	..	..	..	..
Geelong .....a	7 50	8 30	1 39	6 27	9 8	..
".....d	8 20	8 40	1 54	6 45	9 20	..
Little River .....	..	9 11	2 29	7 16	9 50	..
Werribee .....	..	9 32	2 51	7 40	10 10	..
Melbourne .....a	9 45	10 15	3 41	8 24	10 50	..

* Will stop at these stations when required to pick up or set down passengers.

for accurate station lists) -Laverton appears only in the Werribee local table whereas Lara and North Geelong don't rate a mention anywhere⁷. Some of the station names have changed over the years.

Unless you wished to stay overnight on your journey between Bacchus Marsh and Ballan via Geelong, there was only one suitable train for your journey Monday to Friday. There was a limited choice in one direction on Saturday and no trains ran on Sunday outside the Melbourne suburban area. Travelling via Daylesford always required the use of one's night attire, despite there being four trains Monday to Saturday from Ballarat and two from Woodend.

Trains were not stabled overnight at Bacchus Marsh and the morning train to Melbourne was formed by the morning arrival with a 25 minute turnaround.

Our journey from The Marsh commences at 9 15 a.m. with a 75 minute all stations run into Spencer Street, arriving at 10 30 a.m. Light refreshments, perhaps? Unless it's a Saturday, we don't have a choice of train to Ballarat as the 1110 a.m. Stawell is the last one to connect to Ballan. [On a Saturday, the 4.05 p.m. Adelaide

(assuming that we can make a local journey on it) or the 4 25 p.m. Ballarat stopping train will do but why would one want an extended stay in the big smoke when the consequence is a latish 10 22 p.m. arrival at one's destination? Given Ballan's altitude, it would be a bit chilly at that time on an August evening.]

A hurried snack was possible at Geelong from 12 57 to 1 12 p.m. and a hot cuppa would be very welcome at Ballarat at 3 45 p.m. after a brisk run down Warrenheip Bank. Retracing our steps up the hill to Warrenheip at 4 35 p.m. and presumably stopping at Ballarat East, we reach Ballan at 5 58 p.m., a mere 8 hours 43 minutes after leaving Bacchus Marsh and in good time for our evening meal.

Similar to Bacchus Marsh, trains did not spend the night at Ballan and the first one from Ballarat stayed just 42 minutes at its eastern terminus. We don't have a choice of departure time from Ballan if we wish to reach Bacchus Marsh tonight, so the 8 55 a.m. will have to do. Morning tea or an early luncheon at Ballarat from 10 12 a.m. until 11 30 a.m. and we join the train which departed Stawell at 6 45 a.m. We stay at Geelong from 1 39 to 1 54 p.m.,

just sufficient time for refreshments and to change engines. Arrival at Spencer Street is at 3 41 p.m. The last leg of our journey leaves at 4 40 p.m. and we alight at Bacchus Marsh at 5 55 p.m., exactly 9 hours after leaving Ballan. Dinner will be very welcome after a rugged day's travelling.

In 16 months' time, our 156 mi (251 km) journey will have become just 18 mi (29 km) but still less direct than that by road although considerably more comfortable.

An interesting comparison can be made with the running times in the V/Line timetable that commenced on 27th April 2008. The normal (and also the best) journey time for a stopping train from Bacchus Marsh to Ballan is 17 minutes, with 16 minutes (plus 1 minute recovery time) in the downhill direction. A 1 in 48 grade is almost nothing to a V/locity railcar.

Footnotes:

- 1 West Geelong was opened as Nuggett Hotel on 25th June 1857, with the line from Greenwich (on the Yarra River east of Newport), and was renamed West Geelong on 4th August 1860. It closed in June 1865 and reopened on

Geelong to Colac and Terang.

	a.m.	a.m.	p.m.	s. d.	s. d.
Melbourne dep.	6 30	11 10	7 0	..	..
Geelong	8 50	1 50	9 15	7 6	5 0
Mount Moriac	9 33	2 36	9 54	10 6	6 9
Winchelsea	10 6	3 16	10 23	11 9	8 0
Birregurra	10 50	3 54	10 56	14 0	9 3
Colac	11 40	4 45	11 37	16 0	10 9
Camperdown	12 56	5 58	12 42	20 9	13 9
Terang	1 31	6 28	1 17	22 9	15 3

Ararat to Hamilton and Portland.

	a.m.	p.m.	s. d.	s. d.
Melbourne dep.	6 30	7 0	..	..
Ararat..... { arr.	1 13	1 7	25	6 17 0
{ dep.	1 50	1 30	..	..
Maroona	2 24	1 56	27	9 18 6
Wickliffe Road	2 51	2 20	29	6 19 9
Glen Thompson	3 26	2 50	31	9 21 3
Dunkeld	3 57	3 26	33	6 22 3
Hamilton .. { arr.	4 42	4 11	36	9 24 6
{ dep.	4 57	4 30	..	..
Branxholme	5 37	5 10	39	9 26 3
Condah	5 57	5 30	40	9 27 3
Heywood	6 37	6 10	43	0 28 9
Portland	7 13	6 46	45	9 30 6
Portland Pier... arr.	7 23	6 56	..	..

Ballarat to Ballan.

	a.m.	a.m.	a.m.	p.m.
Melbourne dep.	..	6 30	11 10	† ..
Ballarat	6 50	11 10	4 35	9 0
Warrenheip	7 7	11 27	4 52	9 16
Dunnstown	7 15	11 35	5 0	9 24
Bungaree Junction	7 27	11 47	5 12	9 36
Wallace	7 36	11 56	5 21	9 45
Millbrook .....	..	..	..	..
Gordons	7 51	12 11	5 36	10 0
Ballan	8 13	12 33	5 58	10 22

The 1.50 a.m. from Ararat does not run on Mondays, but on Sundays instead. † Saturdays only.

Terang to Colac and Geelong.

	a.m.	a.m.	p.m.	s. d.	s. d.
Terang	3 55	8 15	3 50	..	..
Camperdown dep.	4 35	8 55	4 20	2 4	1 7
Colac	5 50	10 10	5 40	7 0	4 0
Ondit	5 58	10 18	5 48	7 6	5 0
Birregurra	6 21	10 50	6 14	9 0	6 0
Winchelsea	6 59	11 26	6 51	11 3	7 6
Mount Moriac	7 23	12 2	7 26	12 9	8 6
Geelong	8 51	12 50	8 15	15 3	10 3
Melbourne arr.	10 15	3 41	10 50	22 9	15 3

Portland to Hamilton and Ararat.

	a.m.	p.m.	s. d.	s. d.
Portland Pier	9 45	4 15	..	..
Portland	10 0	4 30	..	..
Heywood	10 38	5 8	2 8	1 9
Condah	11 21	5 57	5 0	3 4
Branxholme	11 43	6 19	6 3	4 3
Hamilton {	12 24	7 0	9 0	6 0
{ dep.	12 39	7 15	..	..
Dunkeld	1 34	8 3	12 3	8 3
Glen Thompson	2 7	8 37	14 0	9 3
Wickliffe Road	2 51	9 12	16 3	10 9
Maroona	3 16	9 37	18 0	12 0
Ararat {	3 51	10 10	20 3	13
{ dep.	4 9	10 35	..	..
Ballarat	7 10	1 28	29 9	19 9
Melbourne arr.	10 50	..	45 9	30 6

Ballan to Ballarat

	a.m.	p.m.	p.m.	p.m.
Ballan	dep.	8 55	1 13	6 10
Gordons	9 16	1 35	6 31	10 56
Millbrook .....	..	..	..	..
Wallace	9 31	1 50	6 46	11 11
Bungaree Junction	9 40	1 59	6 55	11 20
Dunnstown	9 52	2 11	7 7	11 32
Warrenheip	10 0	2 20	7 15	11 40
Ballarat	10 12	2 32	7 27	11 52
Melbourne	3 41	..	..	..

† Saturdays only.

1st August 1883, being renamed North Geelong on 25th January 1886.

- 2 Ballarat West was so named to balance the station of Ballarat East and, as it was clearly the more important of the two, was renamed Ballarat in 1865.
- 3 Ingliston was opened with the line and closed on 7th April 1963.
- 4 Opened as a safeworking location known as Bacchus Marsh Junction on 2nd April 1884, opened for passengers and renamed Braybrook Junction on 7th September 1885 and it became Sunshine on 15th July 1907.
- 5 Opened as Gordons on 7th May 1879, renamed Gordon on 5th December 1904 and closed on 29th March 1985.
- 6 Over the years, trains between Melbourne and Adelaide have run via three distinct routes; viz:-
 - o Yarraville, Geelong (reversal), Ballarat and Ararat (1887 - 1889)
 - o Bacchus Marsh, Ballarat and Ararat (1889 - 1995)

o Brooklyn, North Shore, Westmere and Ararat (1995ff)

- 7 The situation is actually more complex than this suggests: Richmond appears in the complete Box Hill table but East

Richmond doesn't, however East Richmond appears in the Monday to Saturday Kew tables and Richmond is omitted, yet both stations appear in the Sunday table!



To Wylde Street, Potts Point

Jim O'Neil

Wylde Street, Potts Point was the first place in Sydney to be served by motor buses, with bus service to Darlinghurst commencing on 4 December 1905, but finishing on 7 April 1906, with the buses transferred to Enmore to Petersham. The poor condition of the roads and possibly the short run of the buses rendered their operation uneconomic. Potts Point is a bit over half a mile north of Kings Cross, on a ridge rising to the east of Woollloomooloo, with which it was connected at the time of the first edition of Gregory's Street Directory only by public stairways. The potential traffic was insufficient for the building of a branch from the Watson's Bay tramline.

Bus service commenced in 1924 on routes 1 and 2, from Challis Avenue, Potts Point, a few blocks south of Wylde Street, to Central Railway and route 3 from Wylde Street to Central Railway. By 1931 only

the 3 ran in Potts Point and Comfort Coaches operated it. After curtailment to Taylor Square and a change of owners to McNichol Bros. (later known as United Motors), the route 3 passed into government control in 1933. In 1934 the first trolleybuses were introduced, replacing route 3 and providing service from Potts Point into the city at Hyde Park, later extended to Town Hall, removing the need to change at Kings Cross for passengers going to the most logical destinations, those in the C.B.D.

My first timetable (see below) was issued by the Department of Road Transport and Tramways and covered both the Watson's Bay Tramway and Wylde Street Trolley Bus Services. It is dated from Sunday, 3rd June, 1944, reprinted to include alterations up to 2nd February, 1948, and I acquired it from the 28th AATTC Auction. The trolley Bus Service takes up pages two and

three of the timetable and is in very fine print. Timing points are shown for the trolleybuses at the two termini and at King's Cross in both directions. The 7.0 bus leaves from Wylde St. for Liverpool and College Streets, departs King's Cross at 7.4, leaves Town Hall at 7.9 and King's Cross for Wylde Street at 7.19. Assuming it takes the same time between King's Cross and Wylde Street as on the inbound journey, it would reach the terminus at 7.23, giving an overall journey time of twenty three minutes. The timetable thus requires three buses to operate the peak-hour headway of ten minutes and two to provide the off-peak headway of a quarter hour.

We may note that the first two journeys in the morning started at King's Cross at 6.22 and 6.34, with the first bus from Wylde Street leaving there at 6.45 and King's Cross at 6.49. Evening service continued

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TRAMWAY TIME TABLES.

TROLLEY BUS SERVICE.

WYLDE STREET TO LIVERPOOL AND COLLEGE STREETS

(via TOWN HALL STATION)

FOR LIVERPOOL AND COLLEGE STREETS
(via Town Hall Station).

FOR WYLDE-STREET
(via George, Bathurst, Elizabeth and Liverpool streets).

MONDAYS TO FRIDAYS.

From Wylde-street.—6.45, 7.0, 7.20, every 10 minutes to 9.30, 9.45 a.m., and at 0, 15, 30, and 45 minutes past each hour to 4.30, 4.50, every 10 minutes to 6.30, 6.45, and at 0, 15, 30, and 45 minutes past each hour to 11.30 p.m.

From King's Cross.—6.22, 6.34, 6.49, 7.4 a.m., every 10 minutes to 9.34, 9.49, a.m., and at 4, 19, 34, and 49 minutes past each hour to 4.34, every 10 minutes to 6.34, 6.49, and at 4, 19, 34, and 49 minutes past each hour to 11.34 p.m.

From Town Hall Station.—6.27, 6.39, 6.54, 7.9, every 10 minutes to 9.39, 9.54, 10.9, 10.24, 10.39, 10.54 a.m., and at 9, 24, 39, and 54 minutes past each hour to 4.39, every 10 minutes to 6.39, 6.54, and at 9, 24, 39, and 54 minutes past each hour to 11.39 p.m.

From King's Cross.—6.37, 6.49, 7.4, 7.19, every 10 minutes to 9.49 a.m., and at 4, 19, 34, and 49 minutes past each hour to 4.49, every 10 minutes to 6.49, and at 4, 19, 34, and 49 minutes past each hour to 11.49 p.m.

SATURDAYS.

From Wylde-street.—Same as Mondays to Fridays to 11.30, 11.50 a.m., every 10 minutes to 1.30, 1.45, and at 0, 15, 30, and 45 minutes past each hour to 11.30 p.m.
From King's Cross.—Same as Mondays to Fridays to 11.34 a.m., every 10 minutes to 1.34, 1.49, and at 4, 19, 34, and 49 minutes past each hour to 11.34 p.m.

From Town Hall Station.—Same as Mondays to Fridays to 11.39 a.m., every 10 minutes to 1.39, 1.54, and at 9, 24, 39, and 54 minutes past each hour to 11.39 p.m.

From King's Cross.—Same as Mondays to Fridays to 11.49 a.m., every 10 minutes to 1.49, and at 4, 19, 34, and 49 minutes past each hour to 11.49 p.m.

TRAMWAY TIME TABLES.

3

TROLLEY BUS SERVICE—continued.

WYLDE STREET TO LIVERPOOL AND COLLEGE STREETS

(via TOWN HALL STATION)

FOR LIVERPOOL AND COLLEGE STREETS
(via Town Hall Station).

FOR WYLDE-STREET
(via George, Bathurst, Elizabeth and Liverpool streets).

SUNDAYS

From Wylde-street.—8.15 a.m., then at 15 and 45 minutes past each hour to 11.15 p.m.
From King's Cross.—7.49, 8.19 a.m., then at 19 and 49 minutes past each hour to 11.19 p.m.

From Town Hall Station.—7.54 a.m., then at 24 and 54 minutes past each hour to 11.24 p.m.
From King's Cross.—8.4 a.m., then at 4 and 34 minutes past each hour to 11.34 p.m.

HOLIDAYS.

From Wylde-street.—7.0 a.m., then at 0, 15, 30 and 45 minutes past each hour to 11.15, 11.30 p.m.
From King's Cross.—6.34, 6.49, 7.4 a.m., then at 4, 19, 34 and 49 minutes past each hour to 11.19, 11.34 p.m.

From Town Hall Station.—6.39, 6.54, 7.9 a.m., then at 9, 24, 39 and 54 minutes past each hour to 11.24, 11.39 p.m.
From King's Cross.—6.49, 7.4 a.m., then at 4, 19, 34 and 49 minutes past each hour to 11.34, 11.49 p.m.

§ From Elizabeth and Liverpool streets 3 minutes later and Liverpool and College streets 5 minutes later than shown from Town Hall Station.

STOPPING PLACES.

Wylde-street (St. Neot-avenue), a McDonald-st., a Challis-avenue, a Rockwall-crescent, a Manning-st., a Greenknowe-avenue, a Orwell-street, a Hughes-st., a Elizabeth Bay Road, a Springfield-avenue, King's Cross, a Rosebank-street, a Dowling-street, a Bourke-street, a Crown-street, a Yurong-street, a College-street, a Park and Elizabeth streets, Pitt-street, George-street (Town Hall Station), Bathurst street, Castlereagh-street, Elizabeth-street, Museum Station (Liverpool-street Entrance), College-street, d Park-street, d Boomerang-street.

a Conditional stop.

d Down Journey only.

u Up Journey only.

FARES.

Adults—
Between Wylde-street and Rosebank-street (Inward Journey) 3d.
" King's Cross and Intersection of Liverpool and College streets... 4d.
" Intersection of Park and Elizabeth streets and King's Cross..... 4d.
" King's Cross and Wylde-street (Outward Journey) 3d.
" Wylde-street and Intersection of Liverpool and College streets... 5d.
" Intersection of Park and Elizabeth streets and Wylde-street..... 5d.
Children—
Whole or any part of journey 1d.

TIME OF JOURNEY.—From Wylde-street.—King's Cross 4, Town Hall Station 9, Liverpool and College streets 14 minutes.
From Town Hall.—Liverpool and College streets 5, King's Cross 10, Wylde-street 14 minutes.

IMPROVED SERVICE WYLDE STREET TROLLEY BUS SERVICE

MONDAYS TO SATURDAYS

Commencing Monday, March 8, 1948

The following time-table will be operated.—

MONDAYS TO FRIDAYS.

FROM WYLDE STREET—6.45 a.m., 7.0, 7.15, every 7 and 8 minutes to 9.0, 9.10, 9.20, 9.30, 9.37, 9.45 a.m., then at 0, 15, 30 and 45 minutes past each hour to 4.15 p.m., every 7 and 8 minutes to 5.52, then at 0, 15, 30 and 45 minutes past each hour to 11.15, 11.30, *11.42, *11.57 p.m.

FROM TOWN HALL STATION—6.27 a.m., 6.39, 6.54, 7.9, every 7 and 8 minutes to 9.9, 9.19, 9.29, 9.39, 9.54 a.m., then at 9, 24, 39 and 54 minutes past each hour to 3.54 p.m., every 7 and 8 minutes to 6.1, then at 9, 24, 39 and 54 minutes past each hour to 11.24, 11.39 p.m.

SATURDAYS.

FROM WYLDE STREET—6.45 a.m., 7.0, 7.15, every 7 and 8 minutes to 11.52 a.m., 12.0, 12.10, 12.20, 12.30, *12.37, 12.45 p.m., then at 0, 15, 30 and 45 minutes past each hour to 11.15, 11.30, *11.42, *11.57 p.m.

FROM TOWN HALL STATION—6.27 a.m., 6.39, 6.54, 7.9, every 7 and 8 minutes to 11.54 a.m., 12.1, 12.9, 12.19, 12.29, 12.39, 12.54 p.m., then at 9, 24, 39 and 54 minutes past each hour to 11.24, 11.39 p.m.

*—To Kings Cross only.

Railway Print—1948.

until after 11.30 with the same two bus frequency as in the off-peak during the day. The Saturday timetables all start by saying "Same as Mondays to Fridays to ...", with peak hour service starting just before twelve noon, to allow for the Saturday half-day. Saturday afternoon and evening service continued until after 11.30, as on weekdays. Sunday service started later, at 8.15, required a single bus to operate half-hourly, and the last run commenced at 11.15, fifteen minutes earlier than on other days. On Holidays, service started at 7.0, operated every quarter hour, with the last bus commencing its run at 11.30, the same time as Mondays to Saturdays,

A month after the issue of this first timetable, the department issued an amendment sheet, offering "improved service" (see

above) commencing Monday, March 8, 1948. This came enclosed with the February 1948 timetable I obtained. No changes are shown for Sundays and Holidays, which presumably remained unchanged. King's Cross has been dropped as a timing point, so the early buses are shown as starting at Town Hall, while buses leaving Wylde Street at the end of their shifts for King's Cross only are shown by *, at 11.42 and 11.57 on weekdays and Saturdays, with a *12.37 run on Saturdays only.

The main change, however, was an increase of frequency to every 7 and 8 minutes on both weekday peak-hours and all Saturday mornings, which would require four buses to operate the timetable. For some reason, the Saturday peak service after twelve o'clock remained at ten min-

ute intervals. The remaining off-peak services continued to be at every quarter hour. Another month later, on the 11 April 1948, the trolley bus service was replaced by motor buses operating the route 301 over the same streets, as we can see by comparing the stopping places listed in the February 1948 with the map in my next timetable. The Wylde Street trolley buses were allowed an improvement at the very end of their service, unlike the way the tram service was run down when it, in its turn, was due to be replaced by buses.

The next timetable was issued on Monday, December 9, 1957 (see pages 8&9) and is the only one for the route 301 I ever obtained. The route had now been extended from Town Hall to Erskine Street Wharf, since the Watson's Bay trams had been cut back to Queen's Square. The buses ran north to Erskine Street via George, King and Clarence Streets and south via York and Druitt Streets, a quite different route to the trams, which had run along King Street. The first bus left King's Cross at 6.21 (had this actually changed in March 1948?) and the next from Wylde Street at 6.39. The frequency in the peak-hours has reverted to every ten minutes, with only every second bus proceeding to Erskine Street Wharf. The other buses are marked H for Town Hall only. The 6.56 bus from Wylde Street to the wharf made its return journey at 7.20, and left Wylde Street again for Town Hall at 7.46. Meanwhile the 7.4 bus for Town Hall had returned to Wylde Street to run the 7.36 to Erskine Street and two further buses provided the 7.16 and H7.26 departures, requiring four shifts overall to operate the 1957 timetable.

Off-peak service was reduced to every twenty minutes, at 16, 36 and 56 minutes past the hour from Wylde Street. After around 7.40 p.m. on all days of the week, service ceased to the Wharf and on westbound sections of the timetable this is indicated by an underlined note, then service operates to Town Hall, City, only. Evening service operated only every half hour. We may note also that buses completing their shifts ran from Wylde Street to Kings Cross only, marked X in the timetable. All eastbound buses ran through to Potts Point with extra buses commencing at Town Hall and at Kings Cross (see the 6.33 from Kings Cross, which leaves earlier than any other westbound bus.)

Saturday service was provided at twenty minute intervals throughout the day, with late evening service every half hour. Sunday service started at 7.4, an hour earlier than the trolley buses, and ran every half hour. Holiday service started a quarter hour earlier than in 1948, with a bus at 6.45 to Town Hall only. Service on the route 301 was provided at a lower fre-

quency than at the height of service by trolley bus, but it still provided a respectable service.

However, the Potts Point to City section of the route was duplicated by other bus routes running along the same streets.

From Wylde Street to King's Cross the route 311 from Wynyard to Elizabeth Bay *via* Woolloomooloo provided an alternative service, while William Street towards the City was also covered by the route 316 bus from Wynyard to King's Cross and the Watson's Bay trams from Queen's Square and their successors, the route 324 from

Bridge Street City. It was not surprising that the eastern part of route 301 ceased in August 1960. The 301 continued from Erskine Street Wharf to Elizabeth Street, but I never saw a timetable for this service. With the closure of the wharf in January 1964, service on the route 301 finally ceased.

SUNDAYS—continued.

TO WYLDE STREET, POTTS POINT.

FROM ERSKINE STREET—7.22, 8.2 a.m., then every 30 minutes to 8.2 p.m.

FROM TOWN HALL, CITY—7.26, 8.6 a.m., then every 30 minutes to 8.6, 8.22 p.m., then every 30 minutes to 10.52 p.m.

FROM MUSEUM STATION—Three (3) minutes later than shown from Town Hall, City.

FROM KINGS CROSS—7.36, 8.16 a.m., then every 30 minutes to 8.16, 8.32 p.m., then every 30 minutes to 11.2 p.m.

HOLIDAYS

TO ERSKINE STREET.

FROM WYLDE STREET, POTTS POINT—H6.45, 7.2, 7.40 a.m., then at 11 and 41 minutes past each hour to 7.41, H8.11, X8.27 p.m., then service operates to Town Hall, City, only, at 8.41 p.m., then at 11 and 41 minutes past each hour to 11.41 p.m., X12.10 a.m.

FROM KINGS CROSS—H6.29, H6.49, 7.6, 7.44 a.m., then at 15 and 45 minutes past each hour to 7.45 p.m., then service operates to Town Hall, City, only, at 8.15, 8.45 p.m., then at 15 and 45 minutes past each hour to 11.45 p.m.

FROM TOWN HALL, CITY—7.11, 7.49 a.m., then at 20 and 50 minutes past each hour to 7.50 p.m.

TO WYLDE STREET.

FROM ERSKINE STREET—7.24 a.m., then at 2 and 32 minutes past each hour to 8.2 p.m.

FROM TOWN HALL, CITY—6.39, 7.5, 7.31 a.m., then at 9 and 39 minutes past each hour to 8.9, 8.24, 8.52 p.m., then at 22 and 52 minutes past each hour to 11.52 p.m.

FROM MUSEUM STATION—Three (3) minutes later than shown from Town Hall, City.

FROM KINGS CROSS—6.37, 6.49, 7.15, 7.41 a.m., then at 19 and 49 minutes past each hour to 8.19, 8.34 p.m., then at 2 and 32 minutes past each hour to 11.32 p.m., 12.2 a.m.

For explanation of signs, see page 7.

The times stated in the official time-table are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel

wholly, or in part, any of the bus services shown in the official time-tables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such time-tables must be taken to be subject to such right. For further particulars phone B 0543 between 8.30 a.m. and 4.30 p.m. on Mondays to Fridays (Holidays excepted) and Randwick Depot (FX 6509) at other times.

COPIES OF TIME-TABLES ARE OBTAINABLE AT

Department of Government Transport

99 Macquarie Street,

CITY

BUS HIRINGS OFFICE

Challis House, 6 Martin Place

CITY

RANDWICK BUS DEPOT

Sydney: A. H. Pettifer, Government Printer—1957.

EXPLANATION OF SIGNS.

H—To Town Hall, City.
X—To Kings Cross.

RUNNING TIMES.

From Wylde Street—To Kings Cross, 4 minutes; to Town Hall, City, 10 (Sundays 9) minutes; to Erskine Street, 17 (Sundays 13) minutes. (After 8.0 p.m. on Mondays to Saturdays, the running time between Kings Cross and Town Hall, City, is reduced by one minute.)

From Erskine Street—To Town Hall, City, 7 (Sundays 4) minutes; to Museum Station, 10 (Sundays 7) minutes; to Kings Cross, 17 (Sundays 14) minutes; to Wylde Street, 21 (Sundays 18) minutes.

ROUTE.

St. Neot Avenue, Wylde and Macleay Streets, Darlinghurst Road, William, Park, George, King, Clarence and Erskine Streets, returning via New, Shelley, Erskine, York, Druitt, George, Bathurst, Elizabeth, Liverpool, College and William Streets, Darlinghurst Road, Macleay and Wylde Streets and St. Neot Avenue.

FARES.

From Wylde Street—To Kings Cross, 6d.; to Market St., City, 9d.; to Erskine Street, 1s. Children under 15 years of age, or those in possession of Day School Concession Fare Certificates, one or two sections, 3d.; three sections, 6d.

Holders of Students' or Retired Persons' Concession Fare Certificates, one or two sections, 3d.; three sections, 6d.

DEPARTMENT OF GOVERNMENT
TRANSPORT, N.S.W.

No. 205.

BUS TIME-TABLE

ROUTE 301

Wylde Street, Potts Point—
Town Hall, City—Erskine Street

COMMENCING
MONDAY, DECEMBER 9, 1957

Published by Authority of the Commissioner for
Government Transport, N.S.W.
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MONDAYS TO FRIDAYS

TO ERSKINE STREET.

FROM WYLDE STREET, POTTS POINT—6.39, H6.46, 6.56, H7.6, 7.16, H7.26, 7.36, H7.46, 7.56, H8.6, 8.16, H8.26, 8.36, X8.43, 8.56 a.m., then at 16, 36 and 56 minutes past each hour to 4.16, H4.26, 4.36 p.m., then every 10 minutes to 5.56, 6.16, X6.21, 6.36, 6.56, 7.16, X7.21, 7.40, X8.1, H8.11, X8.27 p.m., then service operates to Town Hall, City, only, at 8.41 p.m., then at 11 and 41 minutes past each hour to 11.41 p.m., X12.10 a.m.

FROM KINGS CROSS—6.21, 6.43, H6.50, 7.0, H7.10, 7.20, H7.30, 7.40, H7.50, 8.0, H8.10, 8.20, H8.30, 8.40, a.m., then at 0, 20 and 40 minutes past each hour to 4.20, H4.25, H4.30, 4.40 p.m., then every 10 minutes to 6.0, 6.20, 6.40, 7.0, 7.20, 7.44 p.m., then service operates to Town Hall, City, only, at 8.15, 8.45 p.m., then at 15 and 45 minutes past each hour to 11.45 p.m.

FROM TOWN HALL, CITY—6.27, 6.49 a.m., then at 6, 26 and 46 minutes past each hour to 4.46 p.m., then every 10 minutes to 6.6, 6.26, 6.46, 7.6, 7.26, 7.50 p.m.

TO WYLDE STREET, POTTS POINT.

FROM ERSKINE STREET—6.39, 6.59, 7.20, 7.40 a.m., then at 0, 20 and 40 minutes past each hour to 4.40, 4.58 p.m., then every 10 minutes to 6.18, 6.38, 6.58, 7.18, 7.38, 8.2 p.m.

FROM TOWN HALL, CITY—6.46, 6.59, 7.6, 7.17 a.m., then every 10 minutes to 8.47 a.m., then at 7, 27 and 47 minutes past each hour to 4.27, 4.34, 4.40, 4.47, 4.50, 4.57, 5.5, 5.15, 5.25, 5.35, 5.45, 5.55, 6.5, 6.15, 6.25, 6.45, 7.5, 7.25, 7.45, 8.9 p.m., then at 22 and 52 minutes past each hour to 11.52 p.m.

FROM MUSEUM STATION—Three (3) minutes later than shown from Town Hall, City.

FROM KINGS CROSS—6.33, 6.40, 6.50, 6.56, 7.9, 7.16, 7.27 a.m., then every 10 minutes to 8.57 a.m., then at 17, 37 and 57 minutes past each hour to 4.17, 4.30, 4.37, 4.44, 4.50, 4.57, 5.0, 5.7, 5.15, 5.25, 5.35, 5.45, 5.55, 6.5, 6.15, 6.25, 6.35, 6.55, 7.15, 7.35, 7.55, 8.19, 8.32 p.m., then at 2 and 32 minutes past each hour to 11.32 p.m., 12.2 a.m.

For explanation of signs, see page 7.

SATURDAYS

TO ERSKINE STREET.

FROM WYLDE STREET, POTTS POINT—6.9, 6.36, 6.56 a.m., then at 16, 36 and 56 minutes past each hour to 12.56, X1.2, 1.18, X1.22, 1.38, X1.42, 1.58 p.m., then at 18, 38 and 58 minutes past each hour to 7.38, X7.44, H8.10, X8.25 p.m., then service operates to Town Hall, City, only, at 8.41 p.m., then every 30 minutes to 11.41 p.m., X12.10 a.m.

FROM KINGS CROSS—5.14, 5.44, 6.13, 6.40 a.m., then at 0, 20 and 40 minutes past each hour to 1.0, 1.23, 1.43 p.m., then at 3, 23 and 43 minutes past each hour to 7.43 p.m., then service operates to Town Hall, City, only, at 8.14 p.m., then every 30 minutes to 11.44 p.m.

FROM TOWN HALL, CITY—5.20, 5.50, 6.19, 6.46 a.m., then at 6, 26 and 46 minutes past each hour to 1.6, 1.29, 1.49 p.m., then at 9, 29 and 49 minutes past each hour to 7.49 p.m.

TO WYLDE STREET, POTTS POINT.

FROM ERSKINE STREET—5.32, 6.2, 6.32, 6.59 a.m., then at 19, 39 and 59 minutes past each hour to 7.59 p.m.

FROM TOWN HALL, CITY—5.39, 6.9, 6.39 a.m., then at 6, 26 and 46 minutes past each hour to 8.6, 8.22 p.m., then every 30 minutes to 11.52 p.m.

FROM MUSEUM STATION—Three (3) minutes later than shown from Town Hall, City.

FROM KINGS CROSS—5.49, 6.19, 6.49, 7.10, 7.16, 7.36, 7.56 a.m., then at 16, 36 and 56 minutes past each hour to 8.16, 8.32 p.m., then every 30 minutes to 11.32 p.m., 12.2 a.m.

SUNDAYS

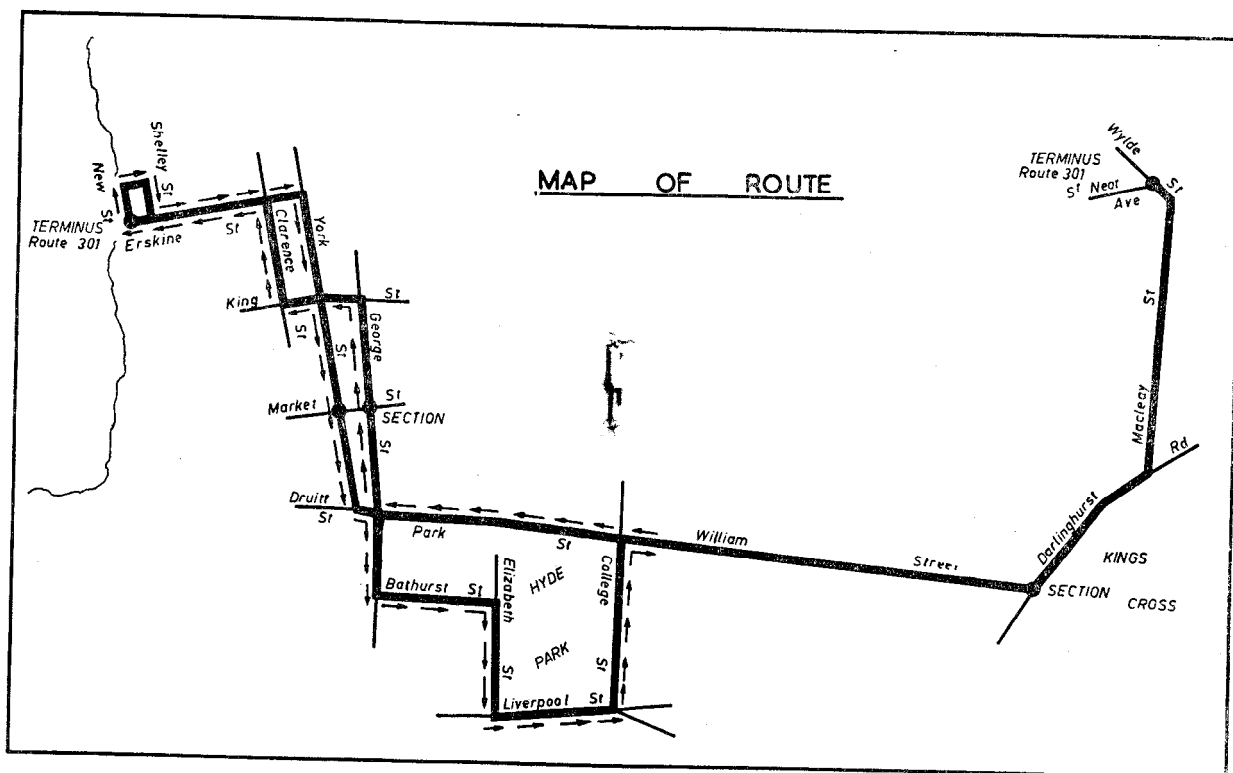
TO ERSKINE STREET.

FROM WYLDE STREET, POTTS POINT—7.4, 7.42 a.m., then every 30 minutes to 7.42, H8.11, X8.24, then service operates to Town Hall, City, only, at 8.41, 9.11, 9.41, 10.11, 10.41, X11.10 p.m.

FROM KINGS CROSS—7.8, 7.46 a.m., then every 30 minutes to 7.46 p.m., then service operates to Town Hall, City, only, at 8.15 p.m., then every 30 minutes to 10.45 p.m.

FROM TOWN HALL, CITY—7.13, 7.51 a.m., then every 30 minutes to 7.51 p.m.

For explanation of signs, see page 7.



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Please explain - from the NSWGR PTT of 1910

VICTOR ISAACS

There have been a number of articles in the Times drawing attention to ("making fun of" is more accurate) the copious information which used to appear in many public timetables relating to conditions for the carriage of parcels and freight. This type of information was especially common in British, New South Welsh and Queensland public timetables of the early twentieth century. It survived in Queensland TTs until 1973. It was never clear why this information was placed in public timetables at all.

Here we look at two facing pages from the NSW Railways timetable of 16 October 1910 – the timetable that inaugurated the Lithgow deviation. The fun in these pages is provided not only by the strange range of goods covered but also by some geographical twists.

Page 262 of this public timetable (the left hand page) refers to a wonderful assortment of items to be consigned by trains, ranging from equipment for Rural Camp Schools, to Official Papers for their Excel-

lencies the Governors of the States (what about the Governor-General's papers?), to Pianola Music (both Claviola and Apollo, in case you were worried) to Parcels for Assay. Everyone in NSW could benefit from those items.

However, discrimination prevailed. About two-thirds of the way down the page there is an entry for "Railway Cushions returned from Sydney to Albury". Now what I want to know is why Railway Cushions were only being returned to Albury. What about Cushions from, say, Dubbo or Tenterfield? And why, oh why, was there an imbalance in the direction of travel of cushions? What was so special about the bottoms of Albury people that only they had the privilege of cushions? (Actually, it was more likely to be bottoms from Melbourne).

However, before the people of Southern NSW could feel superior because they were favoured with these Railway Cushions, they should have paused and considered the implications of the next page (the

right hand page). There we discover they, while favoured with cushions, were discriminated against with their Gold! "Gold in custody of police escort", we read (halfway down the page), was charged at six shillings from the Southern line, but was charged only four shillings and threepence from the Western line. Now can anyone explain this? Were the southern policemen more demanding? Perhaps they were more vigilant than their western colleagues? Was southern gold more valuable than western?

Yet in the preceding items on that page, we learn that bank officials accompanying gold dust from Albury were given free first class tickets, but bank officials from Newcastle had to pay. Huh? And try not to stay awake all night wondering about this: What about bank officials from elsewhere in 1910. Did they pay or not?

Perhaps the reasons for all these things were so obvious to everyone in 1910 that they didn't need explaining. Unfortunately, however, now we are ignorant.

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LIBRARY EXCHANGES.

Books forwarded for exchange to and from Subscribers to recognised Circulating Libraries, and in such other cases as may be authorised by the Chief Commissioner, will be carried at one-quarter Parcel Rates, under the following conditions, viz.:-

1. The sender's name must be legibly inscribed on each parcel.
2. Each parcel must be open at both ends.
3. Each parcel must be declared at the time of consignment to contain books only.

Miscellaneous.

Books for Blind Readers.—Free.
Birds (in boxes).—Parcel rates. **Homing Pigeons.**—Half Parcel rates. **Empty return loads.**—Free.

Camp Equipment in connection with Rural Camp Schools promoted by Department of Public Instruction.—Half rates.

Correspondence in Packets weighing not more than 6 oz., for such Newspapers as may be agreed upon by the Chief Commissioner, will be charged 2d. from any station.

Exhibits for the Immigration and Tourist Bureau, Sydney, will be conveyed free by rail. Each package must bear the prescribed (Red) label.

Lantern Slides from the Technical College for Educational Purposes.—Lantern slides sent from the Technical College for educational purposes, also slides consigned to the College from the country, are to be conveyed free of charge, on the understanding that the slides are securely packed and labelled with distinctive labels.

Life-saving Equipment.—When carried for purpose of competition, Free.

Packages of Official Papers.—For their Excellencies the Governors of the various States, are carried free.

Parcels of Literature, Advertising and Other Material, from the Immigration and Tourist Bureau, Sydney, to Stations in New South Wales, Victoria, South Australia, Western Australia, Brisbane, and Railway Departments, Melbourne, Adelaide, and Brisbane.—These will be conveyed free by rail if they bear the prescribed label.

Ores and Minerals.—Small parcels of Ores and Minerals, consigned to the University School of Mines for the purpose of Students conducting assays, are carried at half Parcel rates.

Packed Parcels.—See page 252.

Parcels for Assay booked to the Department of Mines and Agriculture must be prepaid.

Photographs (securely packed).—Parcel rates.

Pianola Music (Claviola and Apollo) from any recognised Circulating Library of such music will be carried at owner's risk only, at Ordinary Parcel Rates on the forward journey, and Free on the return journey, if packed in properly constructed and labelled boxes.

Publications forwarded by the Department of Agriculture to Training and Experimental Farms.—Quarter rates. Certificates to be furnished that publications sent with Agricultural matters are forwarded officially.

Railway Cushions returned from Sydney to Albury will be charged 1d. each; minimum charge, 1s. for each consignment.

Returned Catering Material such as Cutlery, Crockery, Glassware, Trestles, and Timber for temporary Tables.—Half rates, if returned within one week to the station from which it was originally consigned.

Saddles sold and in use accompanying owners will be treated as passengers' luggage.

Safety Sporting Cartridges weighing not more than 28 lb. will be carried by Passenger Trains at Parcel Rates if properly labelled and packed to the satisfaction of the Chief Commissioner.

Samples of Water for Board of Health for Analysis, on production of certificate that the water is being forwarded for analysis.—Half rates.

Specimens of Animal, Vegetable, and Mineral Products consigned to the Technological Museum, Sydney, Bathurst, Goulburn, Newcastle, West Maitland, Albury, and Broken Hill; also Birds and Animals for the Zoological Gardens, Sydney, and Fruit consigned to the Agricultural Department, Sydney, for naming purposes, are carried free of charge. A certificate signed by the Superintendent of the Zoological Gardens must be produced, showing that the Birds and Animals are being forwarded as exhibits to the Gardens. Similar arrangements will apply to Animal, Vegetable, and Mineral specimens consigned to the University Museum, Sydney, and the Training College Museum, Sydney, and to Mineral specimens consigned to the Curator, Mining and Geological Museum, Department of Mines, Sydney, each consignment being limited to 50 lb. weight.

Theatrical Society.—See page 224.

Typewriters (no sample).—See page 257.

Gold Dust and Bullion, Platinum, Notes, and Gold and Silver Coin. 263

The Chief Commissioner will not be responsible for the safe conveyance of Gold Dust and Bullion, Platinum, Bank Notes and Bills, Orders, Notes, and securities for the payment of Money, and Gold and Silver Coin, as the following charges are made, and the Gold Dust and Bullion and Coin carried, on condition of its being in charge of Owners, and at their risk.

Distance.	Gold Dust and Bullion per 100 oz.	Notes and Gold Coins per £100 value.	Silver Coin, per £100 value.
Not exceeding 50 miles	s. d. 2 0	s. d. 0 0	s. d. 1 0
" 100 "	2 3	1 0	1 0
" 150 "	4 0	1 4	2 0
" 200 "	4 6	1 8	3 0
" 250 "	5 0	2 0	3 6
For every additional 50 miles or fraction thereof	0 3	0 3	0 3

It must be understood that these charges apply only provided the consignments are in charge of owners; if accompanied by owners, insurance rates, as shown on the next page, must be charged in addition. Fractions over £100 or 100 oz. and under £50 or 50 oz., will be charged for as 50, and fractions of 50 and over will be charged as 100. The minimum charge shall be as for £100 or 100 oz.

Between Sydney and Albury the rate is 1s. per cent. on the declared value; minimum charge, £15. Two Bank officials will be allowed a reserved compartment, and first-class return tickets, free.

Between Sydney and Newcastle gold coin will be charged 1s. per cent. on the declared value, minimum charge 2s. for each consignment; on payment of ordinary fares two Bank officials will be allowed a reserved compartment.

Gold in custody of police escort will be charged 6s. per 100 oz. from the Southern Line or branches, or 5s. 3d. per 100 oz. from the Western Line or branches to Sydney. Escort to pay ordinary fares.

Copper Coin.—Ordinary parcels rate.

Between Sydney and stations on Tunnut Branch, and vice versa.—The charge for insurance on gold coin and bullion will be calculated on the through mileage.

Rates for Corpes.

6d. per mile; minimum charge, 20s.

Rates for Perambulators, &c., and Bicycles.

Distance.	Children's Perambulators, Cradles, Go-carts, Rocking Horses.		Bicycles.	
	When accompanied by a passenger.	When not accompanied.	When accompanied by a passenger, and freight is prepaid.	When not accompanied, or when freight is not prepaid.
Not exceeding 15 miles	s. d. 0 6	s. d. 0 9	s. d. 0 6	s. d. 1 0
" 50 "	0 9	1 3	0 6	1 3
" 90 "	1 3	2 0	0 9	2 0
" 130 "	1 9	2 9	1 0	2 9
" 200 "	2 3	3 6	1 3	3 6
" 300 "	2 9	4 3	1 6	4 3
" 400 "	3 3	5 0	1 9	5 0
" 500 "	3 9	5 9	2 0	5 9
For each additional 100 miles or part thereof.	0 6	0 9	0 3	0 9

Children's folding and collapsible perambulators shall, when accompanying passengers, be charged half the rates for ordinary go-carts. When unaccompanied, ordinary parcels rates will be charged. Baby chairs and adults' perambulators shall be charged double the rates for children's perambulators.

Perambulators packed with luggage, &c., will be charged for by weight at parcels rates, plus 50 per cent., whether accompanied by passengers or not.

Bicycles with more seats than one will be charged 50 per cent. over the ordinary bicycle rates for each additional seat.

Tricycles and motor cycles will be charged double the ordinary bicycle rates.

The Joy of Timetables

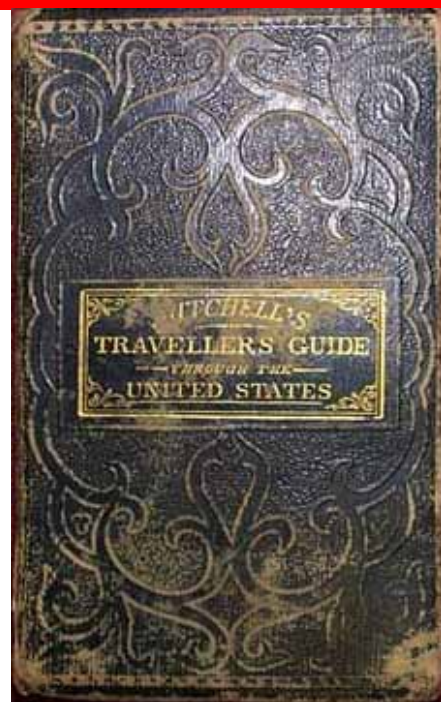
This article by **CARLOS SCHWANTES** appeared in the *Journal of Popular Culture*, 9:3 (1975:Winter) p.604-617. Schwantes was then Assistant Professor of History at Walla Walla College, Washington (State).

In late June 1916 the "Inland Empire Express" departed Portland on a leisurely journey along the Columbia and Snake Rivers before rolling across the Palouse country and finally easing into Spokane. Although this train carried sleeping car patrons destined for Chicago, it also stopped to accommodate passengers at some three dozen intermediate stations in Washington: perhaps a logger at White Salmon, a traveling salesman at Pasco, a rancher at Washtucna. The Spokane, Portland and Seattle Railway's timetable which listed this train was in most ways no different from its counterparts issued by hundreds of other lines ranging from the mighty Pennsylvania, "the standard railroad of the world", to the scores of short lines bobbing in and out of the Georgia scrub pine forests.

The timetable's notations of arrival and departure times, fares, footnotes and advertisements for "Columbia River Gorge Excursions" or for the new farmlands opening on the Colville Indian Reservation were no doubt scrutinized just as closely by the business magnate who perused the financial pages of the *Oregonian* as by the drummer or laborer who whiled away the miles thumbing through the pages of the *Police Gazette*. As used by the traveling public, the timetable knew no class lines. Unlike copies of the *Oregonian* or even the *Police Gazette*, however, the railroad timetable has hardly been preserved in any systematic manner. Perhaps the historian and the archivist, like most people aside from the railroad buff, have seen the time-

table strictly as a utilitarian object much like the paper cup or napkin, to be used once and thrown away¹. Thus while most historians frequently utilize newspaper and magazine sources, rare indeed is the professional historian who acknowledges any debt to the lowly timetable². Possibly some historians have found that timetables do not answer the kinds of questions they are asking; other historians have categorized timetables as nothing more than "trivia", but as one student of popular culture cautions: "Life, history, art, etc., all are strongly influenced—or controlled by—the 'trivia' of existence, the warts and moles of life"³. Those timetables which do survive in scattered archives can be extremely useful tools for, as an object of popular culture, the timetable had few peers.

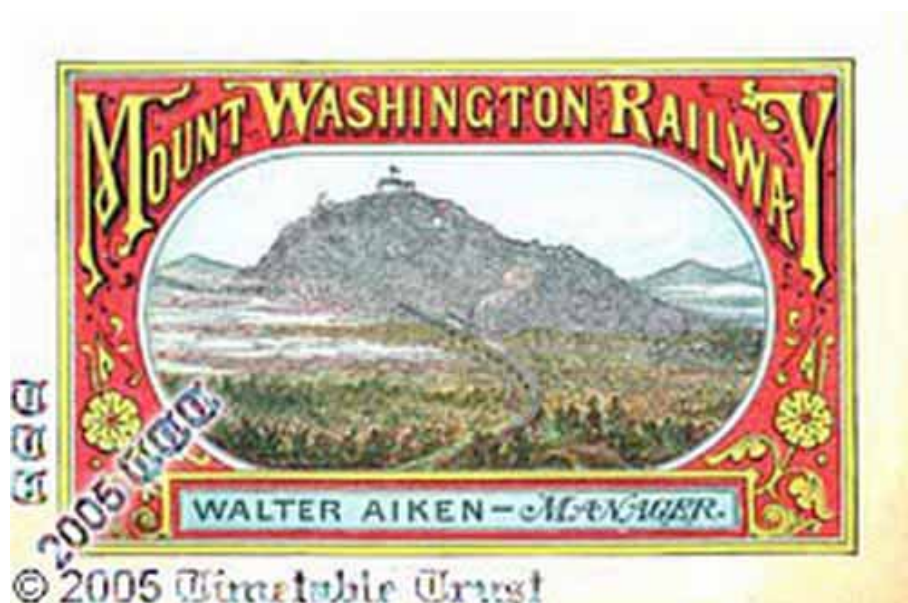
Originally timetables were not meant to be mass consumption items. Most early ones were issued for company employees, although a few public timetables were distributed by ticket agents to *bona fide* customers. Others had to find the notices of "arrangements" printed in the local newspaper or posted in the station. Many a prospective traveler had to buy a public timetable, although in 1876 the Santa Fe railroad printed the magic word "FREE" on its timetables. No doubt shortly after timetables became a free item they also became a mass consumption article. As late as 1955, when rail travel was already experiencing a sharp decline in popularity, railroads were still distributing approximately 100 million timetables a year.⁴

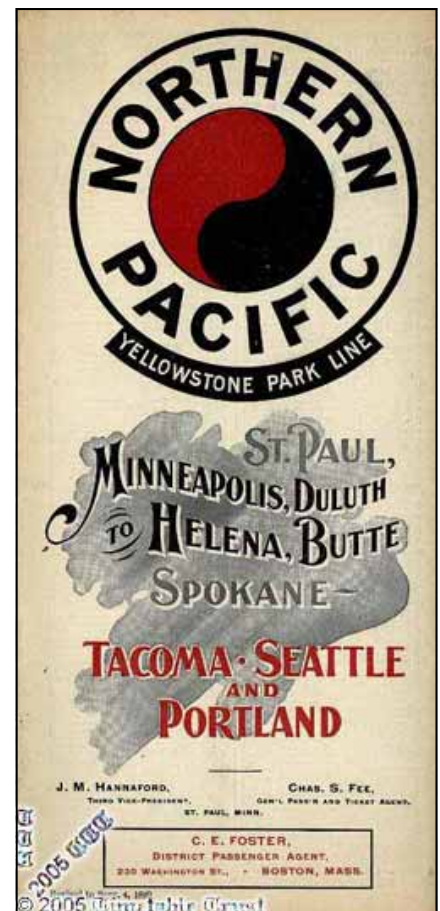
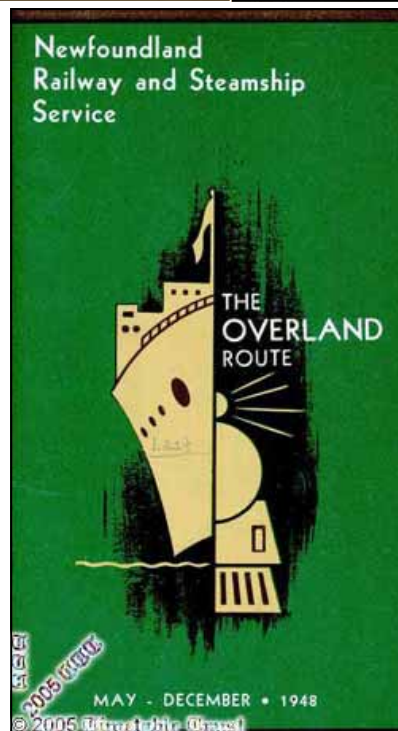
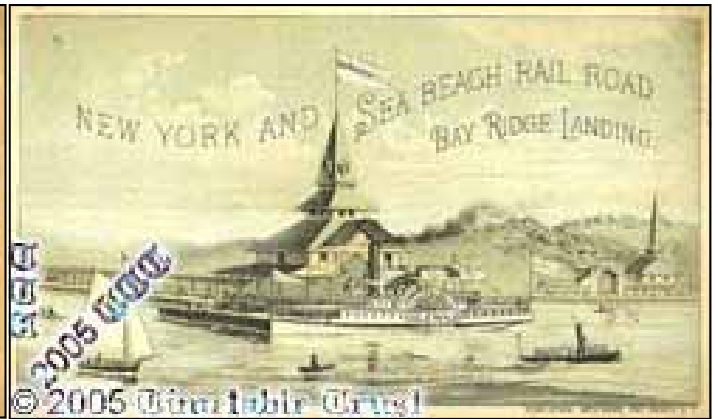


At one time railroads in certain parts of the United States printed their schedules in languages other than English, possibly a tacit recognition of cultural pluralism, probably a shrewd case of salesmanship. The Maine Central in 1919 had one timetable printed entirely in French, and the Texas and Pacific at a much earlier date printed one in Spanish. Currently, Amtrak prints its Montreal to Washington schedule in both French and English, following a pattern set by the Canadian railroads⁵.

The early timetables, however, were not always easy to read no matter what language was used. They were usually cluttered with advertisements and footnotes, all clustered about schedules printed in small type, and not always specific about whether times indicated were morning or evening. A concern for readability caused some roads following World War II to redesign timetables. Some opted for large clean-faced type, some used the twenty-four hour clock pioneered many decades earlier by the Canadian Pacific; the Chesapeake and Ohio went so far as to print schedules in shades of blue so that passengers would be able to follow the progress of a particular train by following a single shade down the page⁶.

Closely allied with the public timetables, though hardly as colorful as the post-World War II timetables decked out in a profusion of colors ranging from Omaha





Orange and Pullman Green to Big Sky Blue and Tuscan Red, are the railway guides, compilations of timetables from several railroads. The guides originated in 1839 when George Bradshaw, perhaps the "Father of Railroad Timetables", convinced the English railroads to allow him to publish a compilation of schedules. In America the pioneer equivalent to Bradshaw's was Disturnell's Railroad, Steamboat and Telegraph Guide established in 1846'. A number of guides soon followed and competition grew fierce.

The proliferation of guides, many of which were rife with errors, made it necessary to establish some kind of standard. Hence in 1866 the National General Ticket Agent's Association took the first steps toward establishing an "official" travel guide. Two years later in 1868, the first *Travelers Official Guide* appeared⁸. Competitors to the *Travelers' Official Guide* continued for many years, though generally in the form of regional or specialized guides such as *Russell's Official Eastern States Railway Guide*, *Michigan Railway Guide*, and *The Traveler's Guide and Oregon Railroad Gazetteer*⁹.

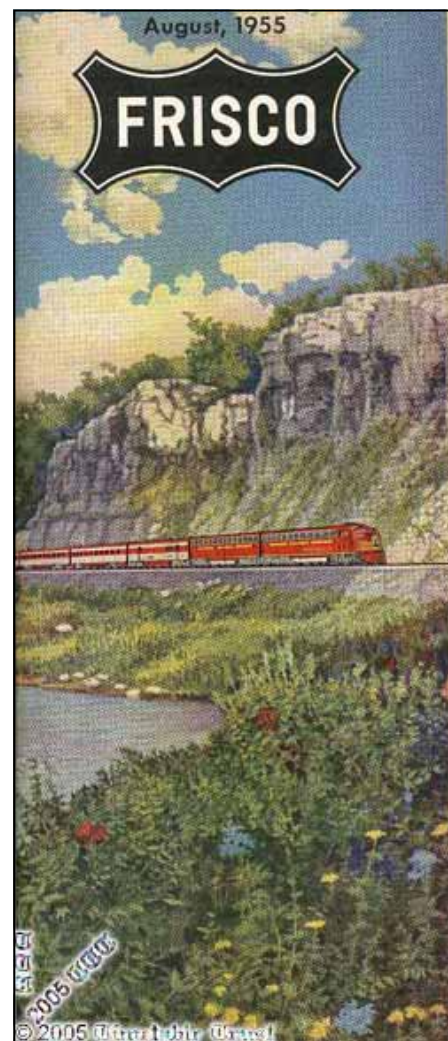
Many of these early guides were not intended just for ticket agents, a fact noted by the *American Railway Guide* of 1851 which published the following endorsement from the *New York Tribune*: "Whoever has it in his possession can take his breakfast quietly, without depending upon a tardy hack driver to land him in season at the depot"¹⁰. While the price of certain guides was meant to make them a mass consumption item, at least for the traveling public, the monthly *Travelers' Official Guide* sold for a higher price (three dollars a year in 1870) and was more interested in schedule accuracy than in dissemination of the latest jokes or land promotion schemes.

Most guides contained advertisements for such items as free homes in Nebraska or cheap land in Illinois. Often the boosterism was particularly flagrant. When the Soo line began to sell town sites in North Dakota, customers were admonished to "get in on the ground floor", and prospective land speculators in the Pacific Northwest were told to take notice that "Anacortes is rapidly putting on metropolitan airs"¹¹. While some Lines promoted real estate, others promoted health spas or scenic wonders with equal fervor. The Monon advertised French Lick Springs in Indiana as a kind of cure-all, and the Quincy, Omaha and Kansas City promoted the "miraculous cures" available at the American School of Osteopathy in Kirksville, Missouri. Perhaps, if enough passengers had sought out those "miraculous cures", the financial headaches of the Quincy, Omaha and Kansas City might also have been alleviated¹².

The passenger having one of these guides could spend his journey reading homilies about country living, serial stories, gothic tales and short features such as the "*Traits of Nicholas I of Russia*" or "*A Darkey in Distress*". Especially popular were the "*Anecdotes and Incidents of Travel*" and the tidbits of advice to travelers. *Koch and Oakley's* gave travelers a list of "don'ts" including not making a "lake of tobacco juice on the floor" or going to bed with boots on or using profanity. Some hints were obviously tongue-in-cheek: "Don't try to mash all the pretty women, leave some for the conductor". A few "do's" were also listed, including using the cuspidors or taking an upper berth without swearing. All these items might be considered travel vignettes of the "railway age" of particular interest to a later generation which would never know the difficulty of removing one's trousers in a cramped upper berth. Also consider the serious side of some of the attempted humor: "Be patient when side-tracked on account of a wreck; you might have been in the wreck"¹³. Other guides, published in the days before vestibules allowed easy passage between moving cars, issued stern warnings: "Do not go from one car to another when the train is in motion unless your life is insured in the Travelers Insurance Company of Hartford, Conn."¹⁴. Popular also were the lists of railroad promotional schemes and extensions, the latest Pullman jokes from "Hustlers" and medical advice: "To avoid indulging in the wretched habit of snoring, keep awake"¹⁵.

These guides and timetables do contain some serious information besides the all important railroad schedules themselves. *Koch and Oakley's* contains a compilation of the stage lines operating in the Pacific Northwest as well as steamer schedules for the major rivers, Puget Sound and Lake Washington, and telegraph and postal rates. Of equal interest, especially to the traveling salesman, were the lists of opera houses and halls in the Pacific Northwest, seating capacities and admission prices. *Lewis and Dryden's* contained sleeping car rates, stage connections and fares. The *Official Guide* published the old and new names of railroads, their chief officers, details of the organizational bureaucracies of many of the large lines, railway associations and state railway commissions. Later *Official Guides* listed military posts and camps in the United States and the nearest railway stations¹⁶.

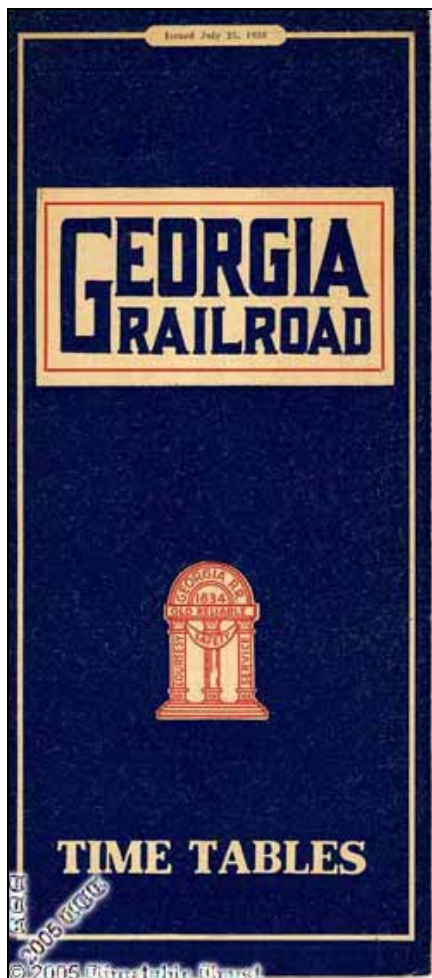
Guides often printed detailed railway maps; however those maps printed by the railroads themselves are particularly interesting, not so much for accuracy as for evidences of their propaganda techniques. Some Central Pacific timetables show that the line intended to build north from Winnemucca, Nevada, to a point north of Walla Walla. The Central Railroad of Ore-



gon published a map in the *Official Guide* showing that its line extended from Walla Walla to Sparta, Oregon (near Baker). All this railroad actually constructed was a short section near Cove, Oregon¹⁷. Most company maps were designed to make the railroad appear to have certain advantages such as a straighter line than competitors between two points, or to be the only company connecting two important cities.

Woe unto the traveler who did not understand how to read a timetable or failed to read the footnotes in his schedule. Overlooking those little asterisks and crosses might mean the difference between catching a train or missing a meal *en route*. As one student of schedules has noted: "As a method of communication, the railroad timetable and the *Official Guide* contain many of the classic writings of the industry, particularly in the timetable reference note and explanatory note in the margin"¹⁸.

To students of popular culture, footnotes often provide poignant reminders of a slower and perhaps simpler age. In 1957 Frisco's public timetable listed a mixed train (a train carrying both freight and passengers) from Hugo, Oklahoma, to Hope, Arkansas, which would accommodate passengers in the caboose, but



"Corpses will not be handled". Whether limitations of space or crew superstition was responsible for this blunt declaration is not indicated. Several decades earlier the Union Pacific in 1889 warned that the Walla Walla to Pendleton mixed would accommodate those passengers "who wished to assume additional risks of accident." The Great Northern in the summer of 1938 was equally frank: "Service between Marcus and Republic is by mixed train and schedules are so irregular that connections at Marcus with No. 256 northbound and with No. 255 southbound are not guaranteed." As late as the mid-1950s the Wabash Railroad grumbled: "The Wabash Railroad Company does not wish to carry passengers upon way-freight trains, and does so only as an accommodation to the public." Nonetheless, the Wabash listed way-freight schedules in its passenger timetable¹⁹.

Products of the age of soot, sweat, steel and masculinity, a railroad's concern for safety and operating conditions sometimes gave vent to a protective form of concern for women, a concern which a later generation might label male chauvinism. Great Northern in its timetable in 1957 said that certain freights were to carry male passengers but "Women and children will not be carried on freight trains"²⁰.

Surprisingly enough, examples of overt racism are not all that common in guides and timetables. The 1855 edition of *Miller's Planters and Merchants' Almanac* contained an advertisement for the South Carolina Railroad which listed both its schedules and a note concerning Blacks who were not to be admitted to its trains "unless having care of children" and having "the consent of all the passengers". *The Official Guide* in the early 1940s listed the Missouri Pacific train between Little Rock and Alexandria, Louisiana, as having a grill coach for "colored" passengers while others had a dining car. Southern hospitality was generally more in evidence than separate but "equal" facilities²¹.

Many notes indicate a desire on the part of certain lines to be as accommodating as possible to passengers. The Georgia Railroad in 1963 indicated that it would hold its train at Augusta for an hour when passengers were reported on the connecting Atlantic Coast Line train. One must pity the person who wished to be in Atlanta that morning at seven sharp. For years the Union Pacific noted that its train *The Spokane* would slow down to give passengers a view of Oregon's Multnomah Falls²².

Some of the footnotes leave the reader wondering exactly what was meant by certain bureaucratic pronouncements. The Toronto, Hamilton and Buffalo cautioned that it was unlawful for passengers to carry anything of a combustible or explosive nature such as matches, gunpowder, nitroglycerine, dynamite, celluloid or moving picture films. The Chicago, Burlington and Quincy, perhaps mindful of past labor strife, for years issued the warning that the company would not be responsible for damages resulting from "strikes, riots, acts of God or of the public enemy"²³.

Railroads have been called "America's first big business", and the timetables and guides provide evidence on the development of the accoutrements which Americans have come to associate with big business: an impressive corporate name, a corporate symbol, and a corporate slogan. The corporate titles which punctuate the pages of the guides are themselves evidence of that certain American desire for bigness, as well as of an incorrigible optimism, particularly on the Midwestern and western roads. Perhaps a name was devised primarily to sell stocks and bonds, and incidentally to impress the shipper or traveler with the ultimate goals of the railroad. After the Civil War many roads proudly announced they were headed for the Pacific coast; few ever reached it. The *St. Louis and San Francisco* never got within a thousand miles of its latter goal, yet it still carries the nickname "*Frisco*". At least 15 lines included the word "Gulf" in the corporate title, but only two ever managed to reach from the Midwest to the

Gulf of Mexico. For every excessively modest *Chicago, Burlington and Quincy* or *Atchison, Topeka and Santa Fe*, two railroads which extended far beyond Quincy or Santa Fe, there was always a *Chicago, Zeigler and Gulf*—which was never able to reach its ultimate goal. Another company to suffer a similar fate was the *Kansas City, Mexico and Orient*²⁴. The *Seaboard Airline* railroad adopted a name to connote a direct and speedy line, but by the 1920s many investors thought Seaboard was somehow mixed up in the aviation business²⁵.

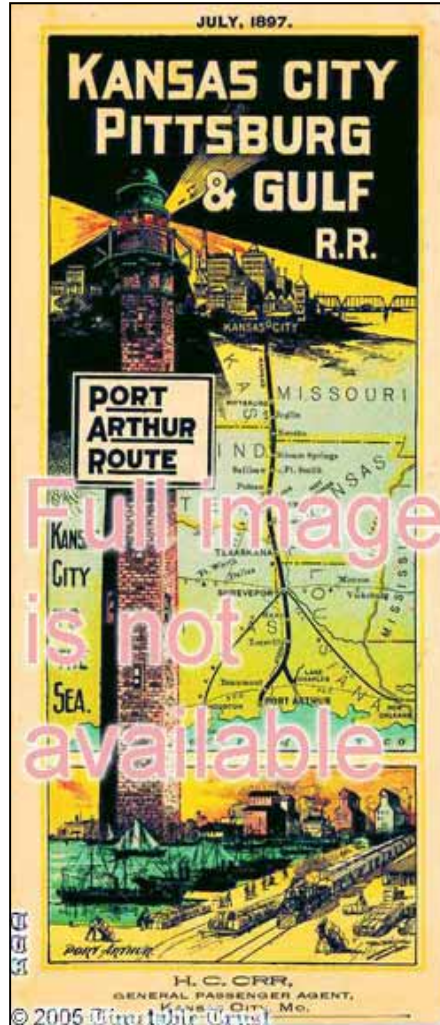
Like impressive names, a distinctive corporate symbol came into vogue toward the end of the 19th century. The St. Louis, Rocky Mountain and Pacific used a swastika, and the Big Four and the Hunt System both used the design later to be known as the "Iron Cross." In 1893 E. H. McHenry, Chief Engineer for the Northern Pacific, was visiting the Chicago World Fair where he became so intrigued by the Taoist symbol on the Korean flag that he successfully promoted its adoption as the corporate symbol for the Northern Pacific. Officially the Northern Pacific saw this as an oriental good luck symbol, but it was also a subtle





reminder of the line's desire to tap the commerce of the Far East. Some of the better known symbols were anthropomorphic. Exxon's tiger had not yet begun its career selling gasoline when the Great Northern's "Rocky", the mountain goat, made his first appearance in 1921. Probably the most famous paper feline sprang to life in 1933, when the Chesapeake and Ohio introduced Chessie the cat. Chessie later acquired offspring and an old man, "Peake" the proud tom²⁶.

Decades before Americans knew that progress was General Electric's most important product or delved into the mystery behind the cryptic "LS/MFT" on packages of Lucky Strikes, railroads had begun sloganeering. The *Alton* billed itself as "America's Most Popular Railway" and the Frisco became the "Best Line to Texas." Before Chessie and her offspring wandered along, the Chesapeake and Ohio was modestly billing itself as "The Rhine, The Alps and the Battlefield Line", while the Louisville, Henderson and St. Louis coined a less imaginative slogan: "The Henderson Route." You never heard of Henderson, Kentucky? Fifty years from now who will understand: "Try it, you'll like it." The Lake Erie and Western became the



"Natural Gas Route", not because of the volubility of its train personnel or its locomotive fuel, but because it crossed the natural gas belt of the Midwest²⁷.

An important part of any railroad's image was the name assigned its more prestigious trains. The early names were rather prosaic: *The Chicago-Baltimore Special*, *The Fast Mail*, *The Dakota and Manitoba Night Express*. With the coming of the adman, especially after the turn of the century, more romantic names were conjured up. The Great Northern had its *Oriental Limited* symbolizing Jim Hill's dream of Asiatic commerce; the Northern Pacific competed on the Chicago to Seattle run with its *North Coast Limited*. Aristocratic sounding appellations were popular. The Baltimore and Ohio christened one train *The Royal Blue Limited* and the rival Chesapeake and Ohio had its *FFV-Fast Flying Virginian*. Other names intended to convey a sense of the posh included *The Knickerbocker Special*, *The Gilt Edge*, *The Diplomat*, *The Park Avenue*, *The Senator*, *The President*. Hardly any classification of man or beast, flora or fauna was ignored: *The Ann Rutledge* and the *Abraham Lincoln*, *The Will Rogers*, *The Blue Bird*, *The Huntingbird*, *The Gopher*, *The Heaver*,

The Firefly, *The Maple Leaf*, *The Sycamore*, *The Goldenrod* and of course *The Portland Rose*. The idea of speed was especially emphasized. There was a *Bullet*, a *Comet*, *Meteor*, *Pace-maker*, *Mercury* and a *Zipper*, not to mention whole fleets of *Rockets*, and *Zephyrs*. Some of these trains have been immortalized in song: *The Cannonball* and more recently *The City of New Orleans* with its fifteen cars and fifteen restless riders. A few trains defy any real classification; the Kansas City Southern named its Kansas City to Port Arthur train the *Flying Crow*- on the map, at least, the route looked straight, but passengers winding slowly through the Ouachita Mountains knew better.

Bureaucratization demanded standardization, especially of the system of keeping time. One look at the June 1870 cover of the *Travelers' Official Guide* gives some indication of the problem before standard times. Times for various cities were listed. When it was 12:02 P.M. in Baltimore it was 12:12 in New York, 12:24 in Boston and 11:52 in Buffalo. Each railroad had to pick its own standard of time especially when it ran between several large centers each on a different time. The Ohio and Mississippi's notice was fairly typical: "Trains are run by Vincennes time, which is 12 minutes slower than Cincinnati and 12 minutes faster than St. Louis time." This problem was largely solved by the adoption of standard time zones in 1883²⁹. Standardization in other areas, particularly in locomotive and car designs, was slower in coming.

Historians have long studied competition between railroads as it relates to pools, holding companies, mergers, the long haul-short haul abuse; few have studied competition as it related to the promotion of technological improvements. Safety for many railroads could be effective selling points. Many lines took pains to inform passengers of their installation of the latest type of signal equipment. Guides and timetables carefully record the changes from wooden to steel passenger cars, a move supposedly promising greater safety. The Canadian Pacific asked that passengers realize that the wheels upon which their car rode were made of "Krupp Steel" and that "All freights are kept well out of the way. . ." The Northern Pacific was quick to boast of the "latest improved, automatic Westinghouse brake." This concern for safety was later directed toward non-rail competitors, for as the New York Central taunted: "No jitters when skies grow stormy." The Denver and Rio Grande Western used the phrase: "How to cross the Rockies and Never Fasten a seat belt! Take the California Zephyr³⁰!"

These improvements increased train speeds and comforts, particularly for the first class passenger. In the 1890s the railroads could

boast of steam heat and Pintsch Gas Lamps in the passenger cars and electric headlights for the locomotives. One company acutely concerned in this area was the Pullman Company. Historians must not forget that Pullman once ran the largest hotel chain in the world, connecting many urban centers with their hinterlands. Pullman cars once connected remote Walla Walla with Spokane, Seattle and Portland; Nelson and Penticton were connected with Vancouver, all much the same as was happening each evening in thousands of other somewhat isolated localities. The Pullman Company also offered special cars for tour groups, sportsmen, and theatrical people³¹. The list of amenities for the first class passengers grew extensively after the turn of the century. The Pennsylvania could boast of its *Pennsylvania Limited* with its electrically lighted library. The *North Coast Limited* in 1918 had an observation library car with barber and bath. In the same year *The Olympian* and *Columbian*, newcomers to the Chicago Seattle competition, were listed by the Milwaukee Road as all steel transcontinental trains with news bulletin and telephone service *en route*- necessary because it took from Sunday to Wednesday to complete the journey from Lake Michigan to Puget Sound. The *Olympian* of 1936 provided the services of a barber and a valet; also available were the bath, ladies' lounge, radio, daily stock market reports and news bulletins. The *Empire Builder* of

1938 had a shower bath and other amenities, plus a radio-phonograph. Hostess service was begun on some trains before World War II. In the Pacific Northwest, both the Union Pacific's *City of Portland* and the Northern Pacific's *North Coast Limited* pampered passengers in this way at various times. The post-war *Empire Builder* never had such hostess service. In fact, by pre-war standards the amenities of the Great Northern's premier train were quite Spartan, although the *Builder* was faster than the competition and it was "diesel powered".

Another innovation to follow World War II was the replacement of the open section sleeping cars, "rolling tenements" as they were sometimes called, by the private room Pullman cars. New York Central's *Twentieth Century Limited* was to continue the grand tradition many years after the war, rolling out the red carpet in Grand Central Station, providing a hostess-secretary, barber, valet, Dictaphone, shower bath, radio, telephone, newspaper and magazines. The Seaboard Coastline's *Florida Special* for a number of years during the 1960s featured fashion shows en route. The Santa Fe provided perhaps the most unusual service of all in the post World War II era: "Indian guide on east-bound *Super Chief*" between Gallup and Raton, New Mexico³².

Among the favorite amenities of any train

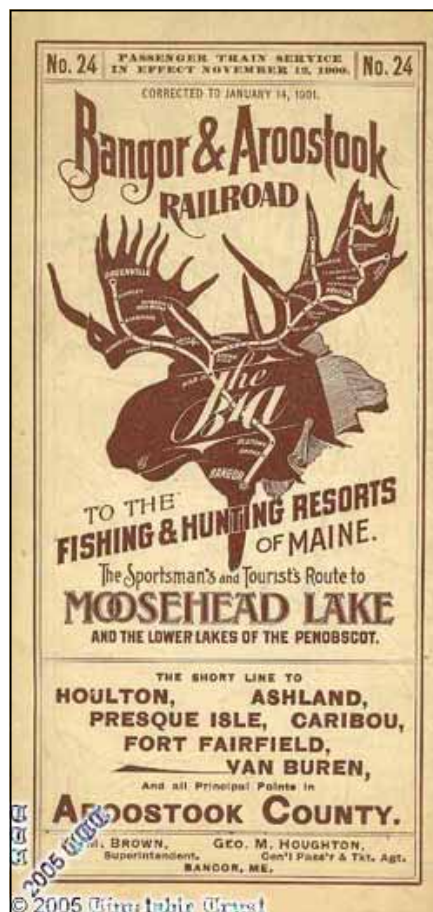
was the dining car, which for many years continued the genteel tradition of service. The Spokane, Portland and Seattle informed the patron that while his meal was being prepared a small service of salted almonds would be available as an appetizer. Diners generally lost money, but railroads thought them necessary to attract business. Railroads competed in cuisine as well as in safety; a lengthy wine menu or a specially prepared Idaho baked potato could well be used to win patronage. A Great Northern menu from 1938 was fairly typical for that era.³³

For years the coach passenger was simply a second-class citizen. The Northern Pacific found it necessary to advise that "local second-class passengers ride in good, clean coaches on the same train with first class passengers." Still, before the 1930s, the coach passenger had to suffer from scratchy, short-backed seats and cinders blown in through the open windows³⁴. In the face of increasing non-rail competition the Baltimore and Ohio upgraded coach travel by experimenting with air-conditioned cars, and in 1934 the Union Pacific's *M-10000* and the Burlington's *Pioneer Zephyr*, both featuring air conditioning and clean diesel power, inaugurated the "Streamliner Era." For a time many railroads pointed out which trains were powered by diesel and which carried air conditioned coaches.

A number of streamlined coaches were built in the years just before World War II, but following the war the competition was so keen on some runs that whole trains were streamlined. Coach passengers were provided with reading lights and larger luggage racks; more attention was given to coach aesthetics, leg-rest seats provided on long distance runs and ultimately slumber-coaches added to provide a bed in a private room for little more than coach fare.

Noteworthy was the all coach *Jeffersonian* which began operating on the eve of World War II from New York to St. Louis on the Pennsylvania. The name itself was selected to typify the commonly held notion that Jefferson wanted the desirable things in life to become increasingly available to the masses. Hence, this train had a recreation car, cut flowers, expensive carpets and an observation lounge. After the war the *Jeffersonian* was refurbished so as to appeal to the more affluent "common man". Attempts to upgrade coach travel were likewise reflected in the less than successful experimental trains: the *Talgo*, *Train X*, and *Aerotrain*.

None of the experimental trains succeeded; however, one popular innovation was the dome car introduced in its modern form in 1945. First came the simple dome coaches, then full length domes, dome lounges, dome Pullman cars and dome diners. The



Baltimore and Ohio provided its Strata-Domes with flood lights at night to “turn the landscape into a panorama of novel attractions!”³⁶

Post World War II had been called the era of “high hopes” by some in the railroad industry. And for a few years after the war trains were filled. In 1947 the New York Central had to caution passengers: “New York Central System passenger trains are frequently operated in two or more sections, so be sure to warn friends meeting you at the depot.” By 1957, industry’s spokesmen were wondering if the passenger train had not become a “millstone”³⁷.

From the recession of 1957 until Amtrak in 1971, guides and timetables generally document a downward trend in rail passenger service. A few roads tried to fight the non-rail competition. The Baltimore and Ohio/Chesapeake and Ohio lines began giving coach passengers on overnight runs “complementary souvenir pillows” instead of charging the usual twenty-five or fifty cents. They also began showing feature films *en route*—such as “Khartoum” in 1967. The Missouri Pacific provided complementary coffee at ten and three. Several lines developed family plans to reduce fares or sold Pullman rooms at coach fare plus a low room charge³⁸.

Such extra amenities usually did little to bolster ridership, and so on many roads dining cars gave way to hamburger grill cars and automats. Passengers on the once deluxe *Kansas City-Florida Special* were told that “breakfast may be obtained in the dining room, Atlanta Terminal Restaurant”. The Southern Railway in 1961 simply advised hungry passengers on certain trains that box lunches were available at certain stations “on notice to Conductor”. In a sense, eating facilities for American railroad passengers had come full circle. A few trains, such as the Santa Fe’s *Super Chief* did continue the genteel tradition through the lean 1960s. In 1969 the “Turquoise Room for private dining and the champagne dinner” were still available³⁹.

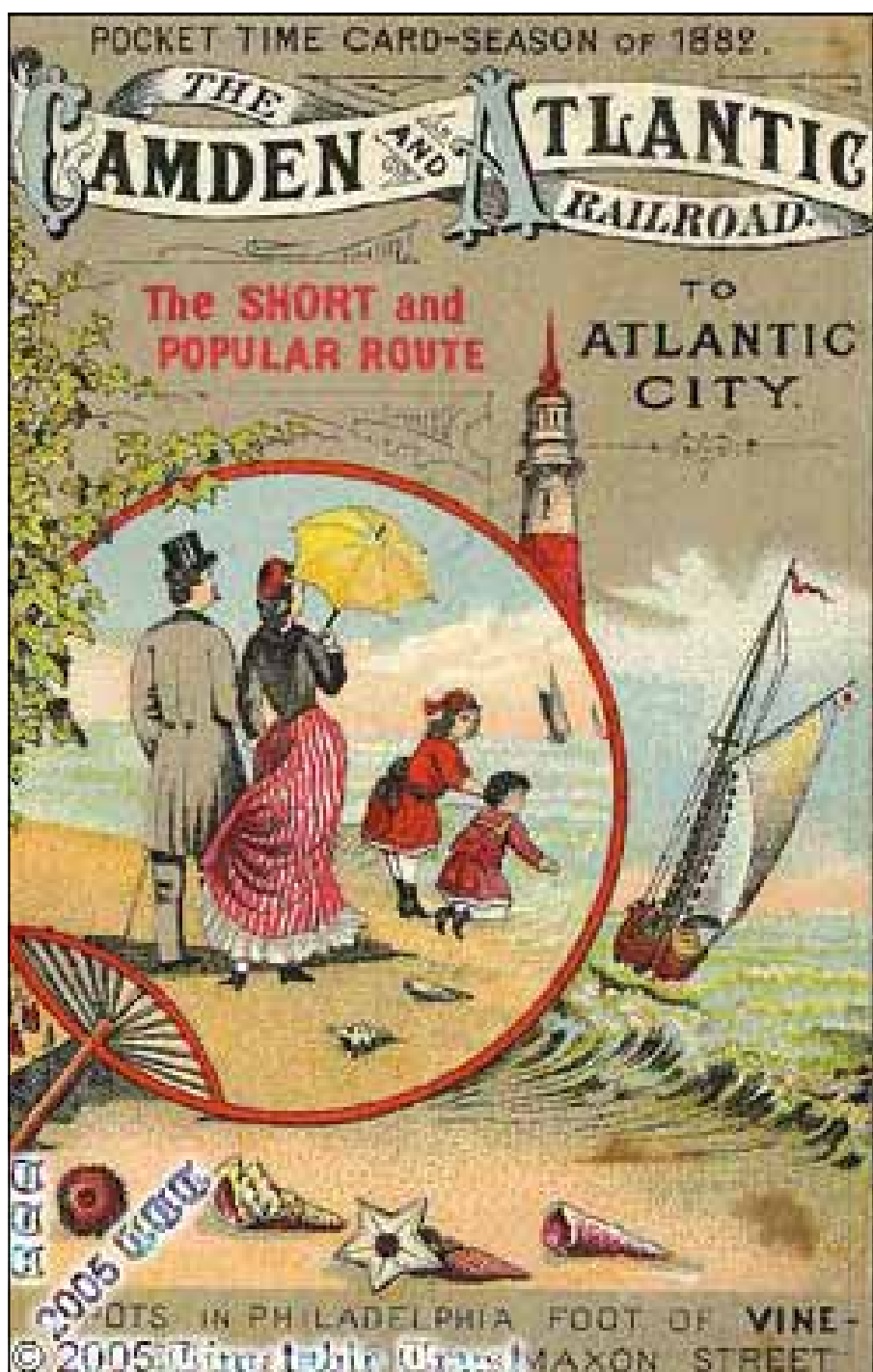
In the years just before Amtrak, schedules reveal certain measures no doubt designed either to save money or to discourage ridership and thus convince the Interstate Commerce Commission of the need to discontinue a particular train. The Southern Railway operated its *Royal Palm* from Cincinnati to Aldosta, Georgia, which was reached at 4:15 in the morning instead of continuing some 110 miles to reach Jacksonville, Florida, as had been done previously— but that meant crossing another state line. This perhaps indicates the vagary of federalism. The once popular *Olympian Hiawatha* was cut back from Seattle to Deer Lodge, Montana, and then to Aberdeen, South Dakota, as the Interstate Com-

merce Commission would allow. The Norfolk and Western operated its train from St. Louis to Council Bluffs rather than cross the Missouri River to Omaha. In Council Bluffs this train arrived and departed from the “East Switch Yard”, where no agent was on duty. Possibly the Norfolk and Western was simply trying to save the expense of station rental in Omaha; however, if such a move resulted in a decline in passengers, the Norfolk and Western could petition the Interstate Commerce Commission or state regulatory commission to drop the train altogether⁴⁰.

The Chicago and North Western once op-

erated many trains a day on its leg of the Overland Route (Chicago-Omaha) but after losing that assignment to the Milwaukee Road in the mid-1950s its service deteriorated to a single train a day between Chicago and Clinton, Iowa. The Milwaukee Road in the late 1960s still listed five name trains each way between Chicago and Omaha, but it was a ruse. In reality the road was running one train under five different names⁴¹.

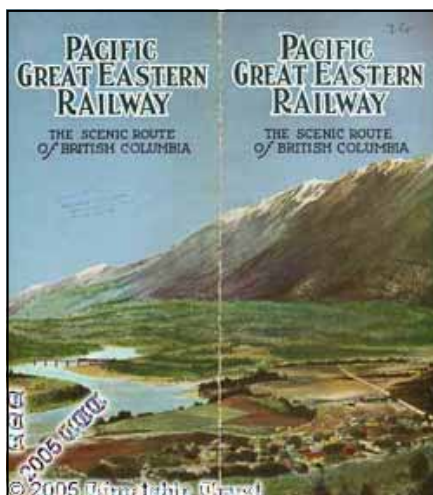
The historian wishing to trace changes in modes of travel, particularly after 1929 may wish to consult the guides available





for the other forms of public transportation: The *Official Airline Guide* and *Russell's Official Motor Coach Guide* are both compilations of schedules issued monthly. Each of these, like the railway guides, reveals technological change and that all pervasive American passion for speed⁴². Each of these modes of travel had a pioneering stage. Early Northwest Airline planes terminated in winter in Spokane rather than brave the wilds of the Cascades until shortly after 1933. In the late 1920s, the railroads and airlines in some areas pooled talents to provide the fastest, most comfortable service. Surprisingly enough, buses before World War II competed in the luxury market for passengers. Some lines, particularly in the Pacific Northwest, had sleeper buses; in 1926 semi-double deck buses, resembling the Scenicruisers of a later era, competed with the railroads on the Seattle to Vancouver, BC, run- and this was before railroads had their modern dome cars. The Washington Motor Coach Company used stewardesses or "conductorettes" beginning in 1932, long before railroads added their hostesses⁴³.

Timetable and guides are likewise useful for examining changing patterns of communication, such as was done by Meinig for the Great Columbia Plain, although he could have found a series of guides more



useful and more accurate than the extrapolations he was forced to make by relying on various timetables from different years. Timetables allow the historian to trace the development of speedy communication, or lack of it in the case of Amtrak's notorious Chicago to Cincinnati run.⁴⁴ These items reveal many long vanished patterns of rail travel, such as the service from Seattle to St. Paul via Manitoba or from Spokane to St. Paul via the Canadian Pacific. Many such routings were never successful and the historian might wish to examine the reasons for failure. In September 1910 the Great Northern had three trains each way between Spokane and Seattle, and the Northern Pacific had five. In April 1927 the Great Northern had two, the Northern Pacific had four and the Milwaukee two. Subsequent guides would be useful in tracing the decline of such service, particularly if compared to bus and airline development⁴⁵.

Economists and historians have studied the economic effects of railway mergers, but what about the social effects? The Burlington, Cedar Rapids and Northern Railway had deluxe trains with through Pullman cars from Chicago to Sioux Falls, South Dakota, via Cedar Rapids. When this road merged with the Rock Island its line became of marginal importance. The towns which had once prided themselves on their Pullman connections would eventually find themselves serviced only by local motorized rail cars. On the other hand, one can see several weak independent lines joining together to form an important through route, particularly in the East and North.

These schedules did not just happen. They reveal traffic density. Overnight trains were timed for arrival and not departure. Mail was usually a consideration. Daytime train schedules were tailored for businessmen. Locals and accommodations were timed to connect with mainline service, although this was not always true in more recent times. These schedules could be an important factor in urban growth. For example, a Union Pacific line was constructed to connect Walla Walla and Spokane Falls in the late 1880s. Branch lines were also constructed. Now some faceless bureaucrat had the potential to influence urban development in the Inland Empire. He could construct branch line schedules to connect with the train headed toward Spokane or with the train headed toward Walla Walla. The decision he made would influence patterns of commerce and communication, helping one distribution center and hurting the other. This railroad bureaucrat wielded a great deal of power as he designed a schedule, yet he remains largely forgotten by students of urban development.

It is easy to forget just how important schedules were in the "railway age". They

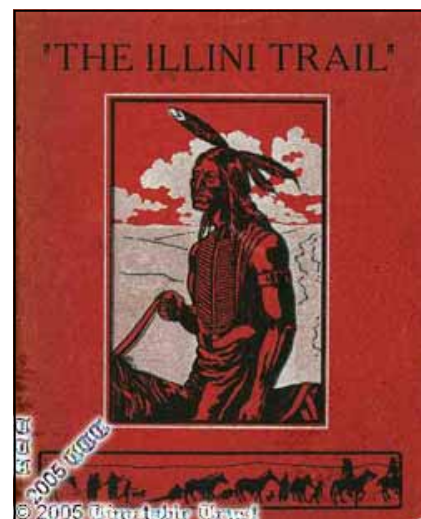


were not mere collections of numbers; they were symbolic ties with the world beyond the horizon; they were moments of excitement or disappointment.

C. F. J. Galloway sums all this up in his description of the importance of the Kaslo and Slocan Railway deep in the West Kootenay region of British Columbia: "The one excitement in life was the arrival of the train; the whole population of Whitewater would gather at the depot when the distant whistle announced its approach. Then, after discussing the topics of the day with one another and with any passengers who happened to be on the train, one and all would adjourn to the store...there to await the distribution of the news. Whitewater, like thousands of its counterparts, is virtually gone, but the imaginative historian with the aid of timetables and guides can do much to recreate patterns of life in the "railway age."

NOTES

1 A collection of several thousand public and operating timetables owned by the Railway and Locomotive Historical Society is housed in Harvard University's Kresge Hall. Smaller collections may be found at various other archives such as the





University of Michigan's Transportation Library where most of the material used in this study is located.

2 Earl Pomeroy mentions railroad timetables as being among the "important" sources for his study *In Search of The Golden West: The Tourist In Western America* (New York, Knopf, 1957), p. 233; Jonas A. Jonasson, "They Rode the Trains, Railroad Passenger Traffic and Regional Reaction", *Pacific Northwest Quarterly*, vol. 52 (April 1961), p. 42. For the use of timetables in the area of historical geography see D. W. Meinig, *The Great Columbia Plain: A Historical Geography, 1805-1910* (Seattle, Univ. of Washington Press, 1968), pp. 461-462.

3 Ray B. Browne, "Foreword", *Journal of Popular Culture*, vol. 4 (Spring 1971), p. 1024.

4 Freeman Hubbard, "Subject to Change Without Notice, part I", *Railroad Magazine*, vol. 54 (May 1951), p. 39, and "Subject to Change Without Notice, part II", *Railroad Magazine*, vol. 55 (June 1951), p. 45; Thomas Curtis Clarke *et al.*, *The American Railway* (New York Charles Scribner's Sons, 1897), 307.

5 Hubbard, "Subject to Change Without Notice, part II", p. 43; R. S. Clover, "Mostly About Timetables", *National Railway Historical Society Bulletin*, vol. 14 (fourth quarter, 1949), p. 28; Texas and Pacific, Timetable, March 10, 1884; Amtrak, National Schedules, April 29, 1973.

6 Canadian Pacific, Timetable, Oct. 25, 1970; Canadian National Timetable, Jan. 7, 1970; Chesapeake and Ohio, Timetable, April 29, 1962.

7 Hubbard, "Subject to Change Without Notice, part I", p. 26; Harold H. Baetjer, *A Book that Gathers No Dust* (New York, National Railway Publication Company, 1950), p. 5.

8 Baetjer, *A Book that Gathers No Dust*, p. 7; *Travelers' Official Guide of the Railways and Steam Navigation Lines In the United States and Canada*, despite several

minor name changes, continues to be published monthly as *The Official Guide of the Railways* (hereafter referred to as *The Official Guide*). Probably the most extensive file extant is that in the New York Public Library: 1868-1948, 1953 to date [1973]. Large holdings are also found at the Library of Congress and at The Association of American Railroads' Bureau of Railway Economics Library in Washington, D. C. Reprints of certain key issues of *The Official Guide* are currently available at a nominal cost from the National Railway Publication Co., 424 West Thirty-Third St., N. Y.

9 A sampling of other guides would include Snow's *Pathfinder Railway Guide for the New England States and Canada* (Boston, Snow and Bradlee, ca. 1860s and 1870s); *The Northwestern Railway Guide* (St. Paul, H. M. Smyth & Co., ca. 1880s); *The International Railway Guide* (published by various concerns in Montreal on a monthly basis from 1866 to date). The latter guide, currently known as *The Canadian Guide*, publishes detailed schedules for the Canadian railroads.

10 *The American Railway Guide* (New York, Dinsmore, 1851—reprint by Kalmbach Publishing, Milwaukee, 1945), p. 141.

11 *The Official Guide*, Dec. 1906, p. 609; *Koch and Oakley's Railway and Navigation Guide* (Seattle, Koch and Oakley, Jan. 1891), pp. 38-39.

12 *The Official Guide*, Dec. 1906, p. 169, and April 1897, p. 565.

13 *Appleton's Railway and Steam Navigation Guide* (New York, D. Appleton, Oct. 1868), p. 73; *Koch and Oakley's Railway and Navigation Guide*, Jan. 1891, p. 30.

14 *Railroad Guide of the Great Central Route* (Detroit: Joseph Taylor, May 1872).

15 *Lewis and Dryden's Railway Guide* (Portland, Ore.: Lewis and Dryden, March 1889), p. 41.

16 In most instances the *Official Guide* does not publish railway fares; however, the public timetables usually contain tables of representative coach and first class fares. Other specialized information such as operating rules and instructions may be obtained from the employee or operating timetables.

17 "Old Railroad Folders", *Trains*, vol. 5 (July 1945), pp. 20-23; *The Official Guide* 19101, p. 630.

18 Phil Borleske, "Schedule Semantics". *Trains*, vol. 24 (March 1964), p. 51.

19 St. Louis-San Francisco, Timetable, March 1957; *The Official Guide*, ca. 1889; Great Northern, Timetable, Summer 1938; Wabash, Timetable, April 28, 1957.

20 Great Northern, Timetable, June 9, 1957.

21 Hubbard, "Subject to Change Without Notice, part I", *Railroad Magazine*, vol. 54 (May 1951), p. 38; *The Official Guide*, April 1943, p. 678.

22 Georgia Railroad, Timetable, April 28, 1963; *The Official Guide*, April 1943, p. 788.

23 Toronto, Hamilton and Buffalo, Time-



table, April 28, 1963; Chicago, Burlington and Quincy, Timetable, May-October, 1957.

24 P. Scott, "What's in a Name?", *Trains*, vol. 3 (Feb. 1943), p. 6ff; Charles Layng, "Under Six Clocks", *Trains*, vol. 11 (April 1951), pp. 18-19.

25 Frederick Lewis Allen, *Only Yesterday, An Informal History of the 1920s* (New York: Harper & Bros., 1931), p. 261.

26 The Official Guide, Dec. 1906. April 1897; *The Story of the Mottad* (Northern Pacific Railway, n.d.); "Chessie", *Trains*, vol. 1 (March 1941) p22.

27 Wake Hoagland, "Tractive Effort of the Adjective", *Trains*, vol. 16 (June 1956), p. 22; *The Official Guide*, Oct. 1897.

28 Freeman Hubbard, "Trains Named for Women", *Railroad Magazine*, vol. 40 (July 1946). pp. 32-45; Roy Clark, "Trains have Personalities", *Trains*, vol. 5 (Nov. 1944), p. 16; The Official Guide.

29 *Official Guide*, June 1870; Carlton J. Corliss, "The Day of Two Noons", *Trains*, vol. 2 (Feb. 1942), pp. 38-42.

30 Canadian Pacific, Timetable, July 10, 1890; Northern Pacific, Timetable, Sept. 1889; New York Central, Timetable, Oct. 28, 1956; Denver and Rio Grande Western, Timetable, June 1, 1967.

31 Lucius Beebe, "America's Unremarked and Reluctant, but Quite Splendid Innkeepers: The Railroads," *Trains*, vol. 25 (Oct. 1965), pp. 26-30; The Official Guide.

32 *The Official Guide*, Dec. 1906, March 1918, and Feb. 1936; Great Northern, Tatletale, Summer 1938; New York Central, Timetable, April 28, 1957; Seaboard Coastline, Timetable, December 11, 1970; Atchison, Topeka and Santa Fe, Timetable, April 28, 1957.

33 Spokane, Portland and Seattle, Timetable, June 17, 1916.

34 Northern Pacific, Timetable, Sept. 1889; David P. Morgan, "The Day Coach," *Trains*, vol. 11 (Aug. 1951), pp. 40-44.

35 Lucius Beebe and Charles Clegg, *The Trains We Rode*, (Berkeley, Howell-North, 1966), pp. 562-565; *The Official Guide*, Sept. 1951, p. 280.

36 Edward Herron. "What's Different About Domes", *Railway Progress*, vol. 10 (May 1956), pp. 8-9; Baltimore and Ohio, timetable, April 28, 1957.

37 New York Central, Timetable, Jan. 19, 1947; F. N. Houser, Jr., "Passenger Service in 1957 . . . Milestone or Millstone?" *Rail-*

way Age, vol. 142 (Jan. 14, 1957), p. 90ff.

38 Chesapeake and Ohio/Baltimore and Ohio, Timetable, July 15, 1968, and April 30, 1967.

39 Missouri Pacific, Timetable, Jan. 7, 1959. *The Official Guide*, June 1965, p. 451; Southern. Timetable. Oct. 29, 1961; Atchison, Topeka and Santa Fe, Timetable, June 1969.

40 Southern, Timetable, April 30, 1967; Chicago, Milwaukee, St. Paul and Pacific, Timetable, April 28, 1957, April 28, 1963, June 1967; Norfolk and Western, Timetable, April 28, 1958.

41 Congress passed the Transportation Act of 1958 in response to the distress brought railroads by the recession of 1957-1958. Section 13a (1) gave railroads permission to discontinue interstate passenger trains on 30 days notice with the Interstate Commerce Commission, if the ICC agreed. Section 13a (2) provided for appeal to the Interstate Commerce Commission if state authorities denied a railroad permission to discontinue an intrastate passenger train. In a sense this act laced the burden of proof on those wishing to retain passenger services: George W. Hilton, *The Transportation Act of 1958* (Bloomington, Indiana Univ. Press, 1969), pp. 13, 36-37, 109.

42 Chicago and Northwestern, Timetable, April 28, 1957, and October 31, 1965; *The Official Guide*, Feb. 1971, p. 374. *The Official Guide of the Airways* began publication in February 1929 and gradually evolved into the monthly *Official Airline Guide*. *Russell's Official National Motor Coach Guide* has been published monthly since the late 1920s. The New York Public Library has a collection of airline guides from 1944 to present. The University of Michigan Transportation Library has a number of earlier issues. The New York Public Library has a collection of *Russell's Official Guides* from 1929 to date. As for electric interurban schedules, Russell's contains some and *The Official Guide* contains a more extensive listing.

43 Air Transportation, vol. 8 (July 6, 1929), section 2, p. 2; Burton B. Crandall, *The Growth of the Intercity Bus Industry* (Syracuse: Syracuse Univ., 1954) , p. 110; Charles A. Taff, *Commercial Motor Transportation* (Homewood, Ill.: Irwin, 1955), p. 587; "Something New- Conductorettes", *Bus Transportation*, vol. 12 (April 1933) . p. 157; *Bus Transportation*, vol. 5 (June 1926), p. 302; *Official Aviation Guide*, Oct. 1932, and Jan. 1934. Early airline and bus timetables are extremely difficult to find, so the historian is forced to rely upon the guides and industry publications men-



tioned above. *The Official Guide* also printed a representative sampling of airline schedules.

44 Heinig, *The Great Columbia Plain*, pp. 461-462; the current Amtrak train between Indianapolis and Chicago takes just about as long as an express on the Big Four System back in 1893: Amtrak, National Schedules, April 29, 1973; *The Official Guide*, June 1893; National Rail Passenger Corporation, *Annual Report*, 1972 (Washington, D. C., Amtrak, 1973), p. 45.

45 *The Official Guide*, June 1893; Arthur D. Dubin, *Some Classic Trains* (Milwaukee: Kalmbach, 1964), p. 285.

46 *The Official Guide*, June 1893, and April 1943; Rock Island, Timetable, May 1957.

47 John F. Boose, "Schedules Don't Just Happen", *Trains*, vol. 6 (March 1946). pp. 22-25; C. F. J. Galloway, *The Call of the West: Letters from British Columbia* (London: T. Fisher Unwin, 1917), p. 23.

[Timetable imagery for this article is courtesy of Sky Magary, NAOTC and the Timetable Trust: <http://www.naotc.org/ttindex-broadband.html>]