



The Times

December 2010

A journal of transport timetable history and analysis

MRS. BROWN

GOES BY
TRAIN



EACH DAY, MRS. BROWN TRAVELS BY TRAIN FROM FOOTSCRAY TO WORK IN MELBOURNE. SHE ARRIVES AT THE OFFICE FRESH, RELAXED AND ON TIME, READY TO CHEERFULLY TYPE, ANSWER THE 'PHONE AND TAKE SHORTHAND FROM HER STUBBORN BOSS

MRS. BROWN HAS A CAR, BUT PREFERS TO SAVE MONEY AND AVOID TRAFFIC TANGLES BY LEAVING IT AT HOME; THE WALK TO THE STATION HELPS TO KEEP HER IN GOOD SHAPE, TOO

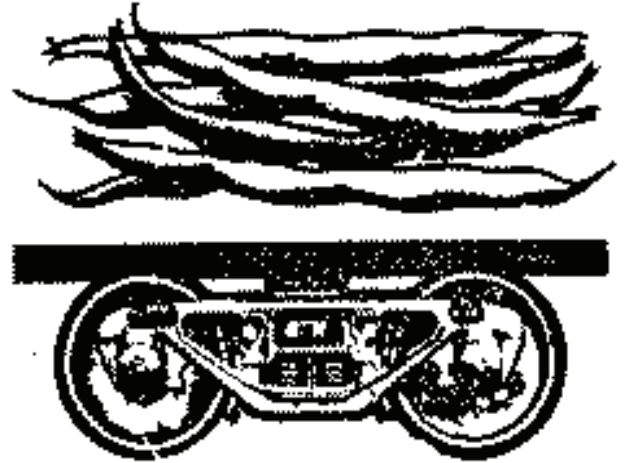
Thousands like Mrs. Brown daily travel the steel thruway to work, with benefits of periodical tickets and free parking at many stations. Your local stationmaster will be happy to give you a list of periodical ticket fares



**VICTORIAN RAILWAYS ARE
TRANSPORT SPECIALISTS**

BEANS

COME BY TRAIN



BETWEEN JUNE AND NOVEMBER ABOUT 54 MILLION LB. OF FRESH BEANS WILL BE RAILED FROM GYMPIE, QUEENSLAND, TO MELBOURNE, IN THE COOL INTERIORS OF LOUYRE RAIL VANS.

BEANS HATE TO TRAVEL BECAUSE THEY QUICKLY WILT AND LOSE THEIR FRESH GREEN COLOUR, BUT BY TRAIN THEY REACH MELBOURNE'S MARKET IN THE SAME CONDITION IN WHICH THEY LEAVE THE FIELD.

If you have perishables to send, your stationmaster or the V.R. Commercial Branch (620311 - ext 2094) will be happy to tell you how you, too, can rely on rail.



**VICTORIAN RAILWAYS ARE
TRANSPORT SPECIALISTS**

**Inside: Along the Chitwan Rd
Ramblings in Norfolk
Train sailings
Fifteen days at the races**

RRP \$4.95
Incl. GST

The Times

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On the front cover

George Frederick Brown was Chairman of the Victorian Railway Commissioners from 1967 to 1973. One imagines—or at least hopes—that he travelled each day to the Spencer St Kremlin by train. At any rate, it appears that Mrs. Brown used the train at this time. This was one of a series of advertisements that ran regularly in the press (we didn't call it the media then) and, more particularly, in the VR Public Time Tables. That is why all of these advertisements are long thin things. The VR PTT of the day was close to what we would call "DL" now... although that term, strictly speaking, applies only to envelopes. Whatever—the size and shape were perfect for Mr & Mrs Brown to slip into a coat pocket or a handbag. There were both country "general" and suburban "line-specific" timetables. A full set would burst Mrs. Brown's handbag at the seams, so probably she carried only what she needed. Is that the timetable I see in her hand? Below—Berney Arma.



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The Times on-line

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Along the Chitwan Rd

Glimpses of Nepalese transport by **GEOFF LAMBERT**



The land lay baking under an autumn heat haze and my companions lay prostrate in their air-conditioned rooms. But on the Chitwan Rd, people were hurrying to their family homes for a celebration, using every form of transport available.



During the month of Kartik in the Bikram Sambat calendar (late September and early October), the Nepalese people indulge in the biggest festival of the year, Dashain. Dashain is the longest and the most auspicious festival in the Nepalese annual calendar, celebrated by Nepalese of all caste and creed throughout the country. The fifteen days of celebration occurs during the bright lunar fortnight ending on the day of the full moon. These photos are taken in the early days of Dashain, when the children were assembling their traditional



swings to celebrate. At all such festivals, the queues for transport facilities are staggering

The photos on this page were all

taken in a short space of time on a half-kilometre stretch of dusty back-road leading to Chitwan National Park near Sauraha in southern Nepal.

Drink more beer

XXXX invades the Special Train Notice (and in colour too)



For the information of employees and not for publication. Instructions to all concerned.



RailCorp

RAIL CORPORATION NEW SOUTH WALES

SPECIAL TRAIN NOTICE NO. 0636-2010

• Indicates Additional, Altered Timing, Composition and Balancing of Suburban Electric Trains.

SPECIAL PASSENGER TIMETABLE

TP Number SE003433

STATE OF ORIGIN I



VS



**ANZ STADIUM, SYDNEY OLYMPIC PARK
WEDNESDAY 26 MAY, 2010**

BASED ON A FRIDAY TIMETABLE

**TO BE READ IN CONJUNCTION WITH SPECIAL TRAIN NOTICES
0657, 0664, 0665, & 0666-2010**

Some ramblings in Norfolk

JIM WELLS is the rambler

On the back page of the August 2010 issue we discussed the fact that Wondabyne station in NSW is in the unusual position of having no road access.

Geoff Clifton has found a station in England with the same situation, but the geographical contrast couldn't be more stark. Berney Arms is on the Norfolk Broads – way up in the far reaches of East Anglia.

Wondabyne is in a rugged inaccessible place; Berney Arms is on land flat as a good pancake. Both have water access but in Berney Arms's case, some distance from the station.

Look for it on the right hand side of the map (1983 Topo) on the line between Reedham and Great Yarmouth.

Geoff found a very interesting website about Berney Arms: http://diamondgeez.blogspot.com/2010_08_01_archive.html#156443540692415553, which has the photo at right.

Also recommended:

http://www.berneyarms.co.uk/html/berneyarms/railway/berney_railway1.htm

<http://www.signalbox.org/gallery/e/reedhamjcn.htm>

http://en.wikipedia.org/wiki/Berney_Arms_railway_station

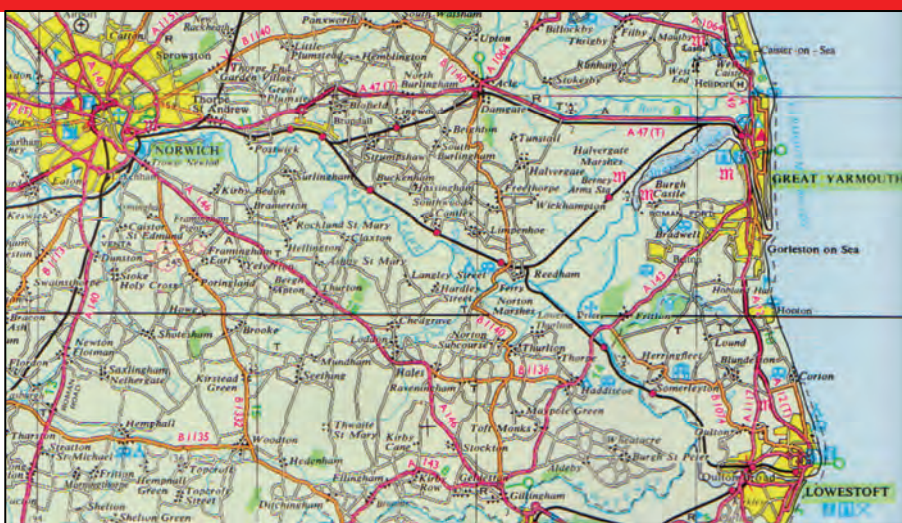
<http://www.guardian.co.uk/commentsfree/2010/jul/11/the-strangest-of-railway-stations>

<http://www.wherrylines.org.uk/>

We'll focus here on the railway environment.

What is surprising is that this line out of Reedham survived the Beeching cuts of the 1960s (see box). Apparently this route was the original one between Norwich and Great Yarmouth, the more northerly route passing through some high country. Either the holiday traffic was high or the absence of a road helped.

At one stage Berney Arms had a signal box (now preserved at Mangapps Railway Museum, Burnham on Crouch, Essex). As we can see the line is single track; perhaps Berney Arms once had a crossing loop or acted as a block post so that a train could leave Reedham before the preceding one had arrived at Breydon Junction on the Great Yarmouth line or vice versa. The overall distance on the 'branch' is only about 11km and the going is easy so the



traffic must have been heavy.

Look hard at the picture and you can see that the track is still bull head rail. In 2009 the author was astonished to find short bull head rail still in place on a busy railway near Liverpool, Lancs.

We now turn to the timetable. The 2010 summer Mon-Fri timetable provides two services in the morning from Norwich via Reedham – all with an X (request) stop for Berney Arms – to Great Yarmouth, and two returns in the afternoon. The first morning service and the second return service appear to be additional to the roughly hourly service provided on the line via Acle (how does one pronounce this name?) but the others replace an Acle ser-

vice (but see below) so destroying the simplicity of the timetable.

Our source is the table at the top left of the next page, and detail for the outbound (down?) is shown to the right of it.

This is a somewhat messy timetable. Supposing you want to go from Brundall Gardens to Lowestoft. The only one shown above is at 0801. Buckenham has no trains at all.

Notice that if you wanted to travel from London that the connection for the 1036 leaves just over two hours earlier from Liverpool St, about 180km away – wow (see box).

The inbound trains are due at Berney Arms at 1419 and 1754 (but only until Septem-

15

national express

**East Anglia
Train Timetable**

**Norwich to
Great Yarmouth and
Lowestoft**

- Norwich
- Brundall Gardens
- Brundall
- Lingwood
- Acle
- Buckenham
- Cantley
- Reedham
- Berney Arms
- Great Yarmouth
- Haddiscoe
- Somerleyton
- Oulton Broad North
- Lowestoft

Valid from 23 May 2010

London Liverpool St. e.....d						0830e	0830e	0930e	1030e	1030e	1130e	1230e
Norwich e.....d	0725	0736	0845	0857	0936	1045	1057	1136	1245	1257	1336	1445
Brundall Gardens.....d			0852			1052		1252			1452	
Brundall.....d		0744	0855	0905	0944	1055	1105	1144	1255	1305	1344	1455
Lingwood.....d			0900			1100		1300			1500	
Acle.....d			0904			1104		1304			1504	
Buckenham.....d				0948			1148x					
Cantley.....d		0750		0911	0952		1111	1152		1311	1350	
Reedham.....d		0755		0916	0956		1116	1156		1316	1355	
Berney Arms.....d		0801x			1003x			1203x			1401x	
Great Yarmouth e.....a		0812	0917		1013	1117		1213	1317		1412	1517
Haddiscoe.....d				0924			1124			1324		
Somerleyton.....d				0928			1128			1328		
Oulton Broad North.....d	0753			0933			1133			1333		
Lowestoft e.....a	0759			0940			1140			1340		

London Liverpool St. e.....d						0625e	0625e	0730e	0800e	0830e	0900e	0930e	1000e
Norwich e.....d	0705	0736	0754	0836	0857	0936	0957	1036	1057	1136	1157		
Brundall Gardens.....d	0712		0801	0843		0943		1043		1143			
Brundall.....d	0715	0744	0804	0846		0946	1005	1046		1146	1205		
Lingwood.....d	0720			0851		0951				1151			
Acle.....d	0727			0855		0955				1155			
Buckenham.....d													
Cantley.....d		0750	0810				1011	1052			1211		
Reedham.....d		0755	0815				1016	1057			1216		
Berney Arms.....d		0801x						1103x					
Great Yarmouth e.....a	0740	0812		0908		1008		1113		1208			
Haddiscoe.....d				0823			1024				1224		
Somerleyton.....d				0827			1028				1228		
Oulton Broad North.....d				0832	0926		1033		1126		1233		
Lowestoft e.....a				0838	0936		1041		1133		1241		

ber 24th, subsequently this train runs via Acle).

On Sundays things really brighten up for both Berney Arms and Buckenham.

Lowestoft only gets a two hourly service but Great Yarmouth gets an hourly one, alternate trains running via Berney Arms.

There's a Google street view of Buckenham at right [and a Google Image view of the Berney Arms area below it . . . those things that **look** like roads are in fact hedges and fences.]

So they still have manual gates in England. The satellite view shows double track and a platform on the north (down) side only. But Up trains do stop there – how do the passengers get on or off? Further checking seems to show that only one track is now in use.

Wiki says:

According to Strategic Rail Authority figures, it is also one of the least-used stations in the country, with 13 entries and 16 exits for the year 2005/06 (giving a combined usage figure 29, down ten total from the previous year). In the figures for 2006/07, this had declined further to 22 total entries and exits.

And

This change (to the timetable) was explained as providing access to the nearby



Your train sails on the third of the month

Union Pacific Streamliner Timetables in 1940, by JIM O'NEIL

Recently, I acquired a number of mid-twentieth century American railroad timetables through the AATTC auction. One of them was from the Union Pacific, dated September 18, 1940, a few years before the start of World War II as the Americans reckon it. I noticed something I had read about in other sources: the crack, extra-fare streamliners operated, not on certain days of the week, but on the same days of the month, every month, and the Union Pacific identified these days as "Sailing Dates", thus comparing their best trains to Ocean Liners.

As we can see from the schedules, at right, from page 6 of the original timetable, the Streamliners to Los Angeles ran ten times a month, leaving every third day, except that the tenth train in both directions left on the Last Day of the month, so that they arrived at the other end of the run on the second, ready to make the return trip on the third of the following month. This last day would be three or four days after the departure of the train on the 27th, depending on whether the month had thirty or thirty one days. This timetable doesn't tell us what would happen in February, as the trains leaving on the 27 didn't arrive until the 29th, too late to form a return trip on the last day of February, and only two streamliners were required to operate the schedule in all other months. But the calendar on page seven, not reprinted here, covers only the months from September to December 1940. February would have been covered by the next timetable to be issued. I wonder whether the streamliners left on the 27 or the 28 February?

There are also ten extra-fare trains per month to San Francisco, but here we find two different trains operating on different timings, each running five times in the month, with one train set operating each of the two trains. The Forty Niner left Chicago at 9.30 in the morning while the City of San Francisco departed at 7.45 in the evening. Both arrived on the west coast on the second day after leaving Chicago, the City being due five minutes later than the scheduled arrival time of the Forty Niner. I can't find the reason for this anywhere in the timetable, but the City was hauled by a diesel while the Union Pacific had streamlined two steam engines for the Forty Niner. The diesel could run faster. We should also note that neither train to San Francisco used the path of the City Of Los Angeles, even though they did not operate on the same days, while the City of Portland, not reprinted here, which operated on different days to all the trains shown on page 6, but was not an extra-fare train, did use the same timings as the City of Los

Union Pacific <i>Streamliner</i> Schedules											
Extra Fare Trains between Chicago and Los Angeles (See Note A)											
Westbound—Read Down						Eastbound—Read Up					
City of Los Angeles Same Sailing Dates Each Month See Calendar Page 7						City of Los Angeles Same Sailing Dates Each Month See Calendar Page 7					
Streamliner No. 103	City of Los Angeles	City of Los Angeles	City of Los Angeles	City of Los Angeles	City of Los Angeles	Streamliner No. 104	City of Los Angeles	City of Los Angeles	City of Los Angeles	City of Los Angeles	City of Los Angeles
3	8	12	15	18	21	24	27	30	1	4	7
6	9	13	16	19	22	25	28	31	2	5	8
9	10	14	17	20	23	26	29	32	3	6	9
12	11	15	18	21	24	27	30	1	4	7	10
15	12	16	19	22	25	28	31	2	5	8	11
18	13	17	20	23	26	29	32	3	6	9	12
21	14	18	21	24	27	30	1	4	7	10	13
24	15	19	22	25	28	31	2	5	8	11	14
27	16	20	23	26	29	32	3	6	9	12	15
30	17	21	24	27	30	1	4	7	10	13	16
33	18	22	25	28	31	2	5	8	11	14	17
36	19	23	26	29	32	3	6	9	12	15	18
39	20	24	27	30	1	4	7	10	13	16	19
42	21	25	28	31	2	5	8	11	14	17	20
45	22	26	29	32	3	6	9	12	15	18	21
48	23	27	30	1	4	7	10	13	16	19	22
51	24	28	31	2	5	8	11	14	17	20	23
54	25	29	32	3	6	9	12	15	18	21	24
57	26	30	1	4	7	10	13	16	19	22	25
60	27	31	2	5	8	11	14	17	20	23	26
63	28	32	3	6	9	12	15	18	21	24	27
66	29	33	4	7	10	13	16	19	22	25	28
69	30	34	5	8	11	14	17	20	23	26	29
72	31	35	6	9	12	15	18	21	24	27	30
75	32	36	7	10	13	16	19	22	25	28	31
78	33	37	8	11	14	17	20	23	26	29	32
81	34	38	9	12	15	18	21	24	27	30	33
84	35	39	10	13	16	19	22	25	28	31	34
87	36	40	11	14	17	20	23	26	29	32	35
90	37	41	12	15	18	21	24	27	30	33	36
93	38	42	13	16	19	22	25	28	31	34	37
96	39	43	14	17	20	23	26	29	32	35	38
99	40	44	15	18	21	24	27	30	33	36	39
102	41	45	16	19	22	25	28	31	34	37	40
105	42	46	17	20	23	26	29	32	35	38	41
108	43	47	18	21	24	27	30	33	36	39	42
111	44	48	19	22	25	28	31	34	37	40	43
114	45	49	20	23	26	29	32	35	38	41	44
117	46	50	21	24	27	30	33	36	39	42	45
120	47	51	22	25	28	31	34	37	40	43	46
123	48	52	23	26	29	32	35	38	41	44	47
126	49	53	24	27	30	33	36	39	42	45	48
129	50	54	25	28	31	34	37	40	43	46	49
132	51	55	26	29	32	35	38	41	44	47	50
135	52	56	27	30	33	36	39	42	45	48	51
138	53	57	28	31	34	37	40	43	46	49	52
141	54	58	29	32	35	38	41	44	47	50	53
144	55	59	30	33	36	39	42	45	48	51	54
147	56	60	31	34	37	40	43	46	49	52	55
150	57	61	32	35	38	41	44	47	50	53	56
153	58	62	33	36	39	42	45	48	51	54	57
156	59	63	34	37	40	43	46	49	52	55	58
159	60	64	35	38	41	44	47	50	53	56	59
162	61	65	36	39	42	45	48	51	54	57	60
165	62	66	37	40	43	46	49	52	55	58	61
168	63	67	38	41	44	47	50	53	56	59	62
171	64	68	39	42	45	48	51	54	57	60	63
174	65	69	40	43	46	49	52	55	58	61	64
177	66	70	41	44	47	50	53	56	59	62	65
180	67	71	42	45	48	51	54	57	60	63	66
183	68	72	43	46	49	52	55	58	61	64	67
186	69	73	44	47	50	53	56	59	62	65	68
189	70	74	45	48	51	54	57	60	63	66	69
192	71	75	46	49	52	55	58	61	64	67	70
195	72	76	47	50	53	56	59	62	65	68	71
198	73	77	48	51	54	57	60	63	66	69	72
201	74	78	49	52	55	58	61	64	67	70	73
204	75	79	50	53	56	59	62	65	68	71	74
207	76	80	51	54	57	60	63	66	69	72	75
210	77	81	52	55	58	61	64	67	70	73	76
213	78	82	53	56	59	62	65	68	71	74	77
216	79	83	54	57	60	63	66	69	72	75	78
219	80	84	55	58	61	64	67	70	73	76	79
222	81	85	56	59	62	65	68	71	74	77	80
225	82	86	57	60	63	66	69	72	75	78	81
228	83	87	58	61	64	67	70	73	76	79	82
231	84	88	59	62	65	68	71	74	77	80	83
234	85	89	60	63	66	69	72	75	78	81	84
237	86	90	61	64	67	70	73	76	79	82	85
240	87	91	62	65	68	71	74	77	80	83	86
243	88	92	63	66	69	72	75	78	81	84	87
246	89	93	64	67	70	73	76	79	82	85	88
249	90	94	65	68	71	74	77	80	83	86	89
252	91	95	66	69	72	75	78	81	84	87	90
255	92	96	67	70	73	76	79	82	85	88	91
258	93	97	68	71	74	77	80	83	86	89	92
261	94	98	69	72	75	78	81	84	87	90	93
264	95	99	70	73	76	79	82	85	88	91	94
267	96	100	71	74	77	80	83	86	89	92	95
270	97	101	72	75	78	81	84	87	90	93	96
273	98	102	73	76	79	82	85	88	91	94	97
276	99	103	74	77	80	83	86	89	92	95	98
279	100	104	75	78	81	84	87	90	93	96	99
282	101	105	76	79	82	85	88	91	94	97	100
285	102	106	77	80	83	86	89	92	95	98	101
288	103	107	78	81	84	87	90	93	96	99	102
291	104	108	79	82	85	88	91	94	97	100	103
294	105	109	80	83	86	89	92	95	98	101	104
297	106	110	81	84	87	90	93	96	99	102	105
300	107	111	82	85	88	91	94	97	100	103	106
303	108	112	83	86	89	92	95	98	101	104	107
306	109	113	84	87	90	93	96	99	102	105	108
309	110	114	85	88	91	94	97	100	103	106	109
312	111	115	86	89	92	95	98	101	104	107	110
315	112	116	87	90	93	96	99	102	105	108	111
318	113	117	88	91	94	97	100	103	106	109	112
321	114	118	89	92	95	98	101	104	107	110	113
324	115	119	90	93	96	99	102	105	108	111	114
327	116	120	91								

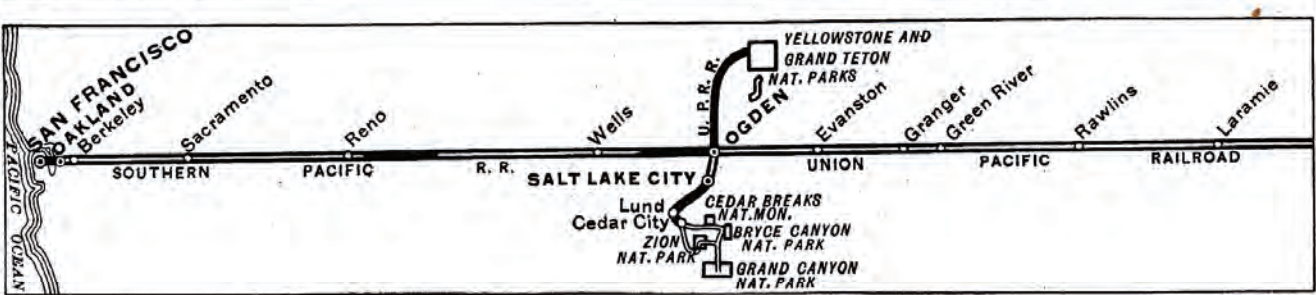
Angeles between Chicago and Green River, Wyoming.

My next pair of extracts from the timetable make up Table B, pages 10 and 11 of the original (this page and next). Table B gives full service between Chicago and San Francisco. Three regular fare trains, the Overland Limited, the Challenger and the Pacific Limited operated daily, but all three took half a day longer than the Forty Niner, and a whole day more than the City

to make the whole journey. Furthermore connections to and from such places as Minneapolis, St. Louis and Salt Lake City were made with the regular trains, but not the fast ones. The regular trains stopped at all the stations shown on Table B and could pick up or set down, under certain conditions, at the smaller station shown on tables 1, 2 and 4 (which start from page 28 on the original timetable and take up six pages). It cost ten dollars extra for a sleeper all the way from Chicago to San

Francisco on the Forty Niner and fifteen on the City, we are told on page 7. On page 60 we can find out that the cost of a Double Lower Tourist Berth for that journey was \$8.95, and \$16.55 for a Double Lower Standard Berth. Apparently only a small proportion of the Union Pacific's customers in 1940 found it worthwhile to pay roughly double the fare to save a day's travel from Chicago to the Golden Gate.

Page 10



CHICAGO to SAN FRANCISCO via Omaha

Table B	Streamliner City of San Francisco 101 Example	The Forty Niner 49 Example	San Francisco Overland Ltd. 27 Daily Example	The Challenger 87 Daily Example	Pacific Limited 21-Daily Example
C. & N. W. Lv Chicago	7.45 SUN	9.30 SUN	10.25 SUN	10.30 SUN	11.35 SUN
Ar Omaha	3.20 MON	7.20 SUN	10.00 MON	10.10 MON	11.00 SUN
C. & N. W. Lv Minneapolis			(201-2-201) 8.05 SUN	(201-2-201) 8.05 SUN	(203-22-203) 9.40 SUN
Lv Sioux City			8.45 "	8.45 "	10.15 "
Ar Omaha			4.25 MON	4.25 MON	7.00 "
Union Pacific Lv Omaha	3.30 MON	7.35 SUN	10.25 MON	10.40 MON	11.15 SUN
" Fremont			11.10 "	11.25 "	11.55 SUN
" Columbus			12.01 "	12.18 "	12.45 MON
" Grand Island	5.31 MON	10.12 SUN	1.17 "	1.40 "	2.05 "
" Kearney			2.10 "	2.33 "	3.00 "
Ar North Platte (C.T.)	7.25 MON	12.37 MON	3.50 "	4.18 "	4.45 "
Lv North Platte (M.T.)	6.25 "	11.45 SUN	3.00 "	3.30 "	4.05 "
" Sidney	8.10 "	2.07 MON	5.32 "	6.05 "	7.45 "
Ar Cheyenne	9.55 "	4.15 "	7.45 "	8.25 "	10.45 "
Lv St. Louis (Wab) (CT)			4.00 SUN	4.00 SUN	4.00 SUN
Lv Kansas City (UP)			11.55 SUN	11.55 SUN	10.00 SUN
Lv Denver (M.T.)			5.45 MON	5.45 MON	8.25 MON
Lv Cheyenne	10.05 "	4.25 MON	8.00 "	8.40 "	11.50 "
" Laramie	11.30 "	6.02 "	9.42 MON	10.20 MON	1.34 "
" Rawlins	1.19 "	8.24 "	12.19 TUE	12.47 TUE	4.12 "
" Rock Springs			2.47 "	3.12 "	6.39 "
" Green River	3.33 "	11.15 MON	3.30 "	4.05 "	7.17 "
" Evanston	5.29 "	1.22 "	5.55 "	6.23 "	9.21 "
Ar Ogden	6.55 MON	3.25 MON	8.05 TUE	8.30 TUE	11.25 MON
Lv Salt Lake City			8.00 TUE	8.00 TUE	11.00 MON
Lv Ogden (P.T.)	6.05 MON	2.40 MON	8.20 TUE	8.45 TUE	11.10 MON
Ar Reno	2.45 TUE	1.35 TUE	8.52 "	9.53 "	12.40 TUE
" Truckee			10.35 TUE	11.25 TUE	1.45 "
" Sacramento	7.10 TUE	6.35 TUE	3.55 WED	4.40 WED	6.15 "
" Berkeley	8.39 "	8.31 "	7.15 "	7.25 "	8.35 "
" Oakland (16th St.)	8.49 "	8.44 "	7.24 "	7.33 "	8.50 "
" Oakland Pier	8.55 "	8.50 "	7.40 "	7.45 "	8.57 "
Ar San Francisco (PT)	9.30 TUE	9.25 TUE	8.25 WED	8.25 WED	9.30 TUE

Equipment for Page 10

★ NO. 101—The Streamliner. CITY OF SAN FRANCISCO Extra Fare
Leave Chicago via C. & N. W. Ry. 5th, 11th, 17th, 23rd and 29th of each month. Arrive San Francisco via Southern Pacific.

Observation Lounge Car... Chicago to San Francisco (barber, valet).
Tavern—Coffee Shop Car... Chicago to San Francisco.
Standard Sleeping Cars... Chicago to San Francisco—13 Double Bedrooms. Chicago to San Francisco—4 Compts., 3 D.R. Chicago to San Francisco—12 Open Sections. Chicago to San Francisco—11 Double Bedrooms. Chicago to San Francisco—5 Double Bedrooms, 12 Single Bedrooms. Chicago to San Francisco—18 Roomettes. Chicago to San Francisco—4 Compts., 4 Double Bedrooms, 2 Drawing-rooms. Chicago to San Francisco (54 reclining seats). Meal service; also Coffee Shop Service to Coach Passengers.

★ NO. 49—THE FORTY NINER—Extra Fare
Leave Chicago via C. & N. W. Ry. Arrive San Francisco via Southern Pacific.
Registered Nurse—Stewardess Service without Charge.
The Forty Niner leaves Chicago on 2nd, 8th, 14th, 20th and 26th of each month.

Obs.-Buffet Sleeping Car... Chicago to San Francisco—4 Double Bedrooms (Lounge beverages; radio).
Standard Sleeping Cars... Chicago to San Francisco—3 Compts., 4 Drawing rooms. (Barber, valet, bath). Chicago to San Francisco—17 Roomettes, 1 Section Chicago to San Francisco—12 Sec., 1 D.R. (2 cars). Chicago to San Francisco—14 (Duplex) Single Bedrooms, 2 Double Bedrooms.

Diner-Lounge... Meal Service.

★ NO. 27—SAN FRANCISCO OVERLAND LIMITED—DAILY
All Pullman, no extra fare, Chicago to San Francisco. Registered Nurse—Stewardess Service without Charge.
Cars from Chicago run via C. & N. W. to Omaha; U. P. to Ogden; S. P. to San Francisco.

Club Lounge Car... Chicago to San Francisco (beverages; radio).
Buffet Club Car... Chicago to San Francisco (barber, valet, bath; radio).
Standard Sleeping Cars... Chicago to San Francisco—8 Compts., 3 D.R. Chicago to San Francisco—6 Sec., 6 Double Bedrooms Chicago to San Francisco—14 Sections. Salt Lake City to San Francisco—12 Sections, Drawing-room (No. 31 to Ogden).

Dining Car... Meal Service.

★ NO. 87—The Challenger—DAILY
All Coach and Challenger (tourist) Sleeping Car Train. Registered Nurse—Stewardess Service without Charge. Free Porter Service. Free Pillows
Cars from Chicago run via C. & N. W. to Omaha. U. P. to Ogden; S. P. to San Francisco.

Lounge Car... Chicago to San Francisco (for sleeping car passengers)
Challenger Sleeping Cars... Chicago to San Francisco—16 Sections. (Pullman Tourist)

Reclining Seat Coaches... Chicago to San Francisco.
Womens Exclusive Coaches... Chicago to San Francisco (reclining seats). (With Lounge Room)

Dining Car... Serving special low cost meals.

★ NO. 21—PACIFIC LIMITED—DAILY
Cars from Chicago run via C. & N. W. to Omaha. U. P. to Ogden; S. P. to San Francisco.

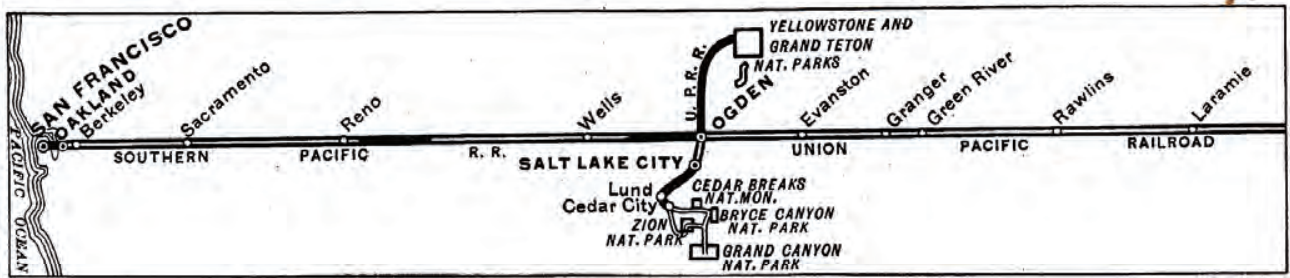
Club Observation Car... Chicago to San Fran. (soda fountain, beverages; radio)
Standard Sleeping Cars... Chicago to San Francisco—12 Sections. D. R. Salt Lake City to San Francisco—10 Sections, Compts. D. R. (No. 51 to Ogden).
Tourist Sleeping Cars... Chicago to San Francisco—16 Sections. Salt Lake City to San Francisco—13 Sections (No. 51 to Ogden).

Reclining Seat Coaches... Chicago to San Francisco.
Dining Car... Meal Service.

Footnotes for Page 10

- ★ Regularly assigned through cars air-conditioned. (f) Stops only on signal.
- ◆ Makes 5 round trips each month; see page 6 for sailing dates.
- ♦ The Challenger carries only coaches and Challenger (Pullman tourist) sleeping cars.
- Runs via Borie cut-off, not via Cheyenne.
- (C.T.) Central time. (M.T.) Mountain time. (P.T.) Pacific time.
- Time from 12.01 midnight to 12.00 noon shown in light face type.
- Time from 12.01 noon to 12.00 midnight shown in heavy face type.**

SPEND THE WINTER IN CALIFORNIA
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TAKE YOUR CAR WITH YOU—SEE INFORMATION ON PAGE 44



CHICAGO to SAN FRANCISCO via Omaha

Table B	Streamliner City of San Francisco 101 Example	The Forty Niner 49 Example	San Francisco Overland Ltd. 27 Daily Example	The Challenger 87 Daily Example	Pacific Limited 21 Daily Example
C. & N. W.					
Lv Chicago	7.45 SUN	9.30 SUN	10.25 SUN	10.30 SUN	11.35 SUN
Ar Omaha	3.20 MON	7.20 SUN	10.00 MON	10.10 MON	11.00 SUN
C. & N. W.			(201-2-201)	(201-2-201)	(203-22-203)
Lv Minneapolis			8.05 SUN	8.05 SUN	9.40 SUN
Lv St. Paul			8.45 "	8.45 "	10.15 "
Lv Sioux City			4.25 MON	4.25 MON	7.00 "
Ar Omaha			7.20 MON	7.20 MON	9.35 SUN
Union Pacific					
Lv Omaha	3.30 MON	7.35 SUN	10.25 MON	10.40 MON	11.15 SUN
" Fremont			11.10 "	11.25 "	11.56 SUN
" Columbus			12.01 "	12.18 "	12.45 MON
" Grand Island	5.31 MON	10.12 SUN	1.17 "	1.40 "	3.05 "
Ar Kearney			2.10 "	2.33 "	3.00 "
Lv North Platte (C.T.)	7.25 MON	12.37 MON	3.50 "	4.18 "	4.45 "
Lv North Platte (M.T.)	6.25 "	11.45 SUN	3.00 "	3.30 "	4.05 "
" Sidney	8.10 "	2.07 MON	5.32 "	6.05 "	7.45 "
Ar Cheyenne	9.55 "	4.15 "	7.45 "	8.25 "	10.45 "
Lv St. Louis (Wab) (CT)			4.00 SUN	4.00 SUN	4.00 SUN
Lv Kansas City (UP)			11.55 SUN	11.55 SUN	10.00 SUN
Lv Denver (M.T.)			5.45 MON	5.45 MON	8.25 MON
Lv Cheyenne	10.05 "	4.25 MON	8.00 "	8.40 "	11.50 "
" Laramie	11.30 "	6.02 "	9.42 MON	10.20 MON	1.34 "
" Rawlins	1.19 "	8.24 "	12.19 TUE	12.47 TUE	4.12 "
" Rock Springs			2.47 "	3.12 "	6.39 "
" Green River	3.33 "	11.15 MON	3.30 "	4.05 "	7.17 "
" Evanston	5.23 "	1.22 "	5.55 "	6.23 "	9.21 "
Ar Ogden	6.55 MON	3.25 MON	8.05 TUE	8.30 TUE	11.25 MON
Lv Salt Lake City			8.00 TUE	8.00 TUE	11.00 MON
Lv Ogden (P.T.)	6.05 MON	2.40 MON	8.20 TUE	8.45 TUE	11.10 MON
Ar Reno	2.46 TUE	1.35 TUE	8.52 "	9.53 "	12.40 TUE
" Truckee			10.35 TUE	11.25 TUE	1.45 "
" Sacramento	7.10 TUE	6.35 TUE	3.55 WED	4.40 WED	6.15 "
" Berkeley	8.35 "	8.31 "	7.15 "	7.25 "	8.35 "
" Oakland (16th St.)	8.49 "	8.44 "	7.24 "	7.33 "	8.50 "
" Oakland Pier	8.55 "	8.50 "	7.40 "	7.45 "	8.57 "
Ar San Francisco (PT)	9.30 TUE	9.25 TUE	8.25 WED	8.25 WED	9.30 TUE

Equipment for Page 10

***NO. 101—The Streamliner. CITY OF SAN FRANCISCO Extra Fare**
 Leave Chicago via C. & N. W. Ry. 5th, 11th, 17th, 23rd and 29th of each month. Arrive San Francisco via Southern Pacific.
 Observation Lounge Car... Chicago to San Francisco (barber, valet).
 Tavern—Coffee Shop Car... Chicago to San Francisco.
 Standard Sleeping Cars... Chicago to San Francisco—13 Double Bedrooms. Chicago to San Francisco—4 Compts., 3 D. R. Chicago to San Francisco—12 Open Sections. Chicago to San Francisco—11 Double Bedrooms. Chicago to San Francisco—5 Double Bedrooms, 12 Single Bedrooms. Chicago to San Francisco—18 Roomettes. Chicago to San Francisco—4 Compts., 4 Double Bedrooms, 2 Drawing-rooms.
 Coach... Chicago to San Francisco (54 reclining seats).
 Dining Car... Meal service; also Coffee Shop Service to Coach Passengers.

***NO. 49—THE FORTY NINER—Extra Fare**
 Leave Chicago via C. & N. W. Ry. Arrive San Francisco via Southern Pacific.
 Registered Nurse—Stewardess Service without Charge.
 The Forty Niner leaves Chicago on 2nd, 8th, 14th, 20th and 26th of each month.
 Obs.—Buffet Sleeping Car... Chicago to San Francisco—4 Double Bedrooms (Lounge beverages; radio).
 Standard Sleeping Cars... Chicago to San Francisco—3 Compts., 4 Drawing rooms. (Barber, valet, bath). Chicago to San Francisco—17 Roomettes, 1 Section Chicago to San Francisco—12 Sec., 1 D. R. (2 cars). Chicago to San Francisco—14 (Duplex) Single Bedrooms, 2 Double Bedrooms.
 Diner-Lounge... Meal Service.

***NO. 27—SAN FRANCISCO OVERLAND LIMITED—DAILY**
 All Pullman, no extra fare, Chicago to San Francisco. Registered Nurse—Stewardess Service without Charge.
 Cars from Chicago run via C. & N. W. to Omaha; U. P. to Ogden; S. P. to San Francisco.
 Club Lounge Car... Chicago to San Francisco (beverages; radio).
 Buffet Club Car... Chicago to San Francisco (barber, valet, bath; radio).
 Standard Sleeping Cars... Chicago to San Francisco—6 Compts., 3 D. R. Chicago to San Francisco—6 Sec., 6 Double Bedrooms Chicago to San Francisco—14 Sections. Salt Lake City to San Francisco—12 Sections, Drawing-room (No. 31 to Ogden).
 Dining Car... Meal Service.

***NO. 87—The Challenger—DAILY**
 All Coach and Challenger (tourist) Sleeping Car Train. Registered Nurse—Stewardess Service without Charge. Free Porter Service. Free Pillows.
 Cars from Chicago run via C. & N. W. to Omaha. U. P. to Ogden; S. P. to San Francisco.
 Lounge Car... Chicago to San Francisco (for sleeping car passengers).
 Challenger Sleeping Car... Chicago to San Francisco—16 Sections. (Pullman Tourist).
 Reclining Seat Coaches... Chicago to San Francisco.
 Womens Exclusive Coaches Chicago to San Francisco (reclining seats). (With Lounge Room).
 Dining Car... Serving special low cost meals.

***NO. 21—PACIFIC LIMITED—DAILY**
 Cars from Chicago run via C. & N. W. to Omaha. U. P. to Ogden; S. P. to San Francisco.
 Club Observation Car... Chicago to San Fran. (soda fountain, beverages; radio).
 Standard Sleeping Cars... Chicago to San Francisco—12 Sections. D. R. Salt Lake City to San Francisco—10 Sections, Compts. D. R. (No. 51 to Ogden).
 Tourist Sleeping Cars... Chicago to San Francisco—16 Sections. Salt Lake City to San Francisco—13 Sections (No. 51 to Ogden).
 Reclining Seat Coaches... Chicago to San Francisco.
 Dining Car... Meal Service.

Footnotes for Page 10

★ Regularly assigned through cars air-conditioned. (f) Stops only on signal.
 ● Makes 5 round trips each month; see page 6 for sailing dates.
 † The Challenger carries only coaches and Challenger (Pullman tourist) sleeping cars.
 □ Runs via Borie cut-off, not via Cheyenne.
 (C.T.) Central time. (M.T.) Mountain time. (P.T.) Pacific time.
 Time from 12.01 midnight to 12.00 noon shown in light face type.
 Time from 12.01 noon to 12.00 midnight shown in heavy face type.

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Racing at the Marsh

GEOFF LAMBERT *blames the dog for his 45-year fascination with the Bacchus Marsh Racecourse Siding*

It was the day the dog dug up an unusual old book in the ruins of Rowsley railway station. On brushing the dirt and dog-spit from it, this turned out to be a VR Working Time Table of 1962, the first such book I had seen. I didn't know such books existed. I was hooked.

On our way to this unusual find, we had passed what were pretty obviously the ruins of another much older station, with 3 sidings and a decaying mound of what seemed to be a platform. Here, the railway reserve was wider, a feature still visible in Google Earth. My guess was that it was associated with the Bacchus Marsh Racecourse, which lay half a mile away over a rutted road, nestled under the brow of the Rowsley Fault. The racecourse had been there since at least 1858, but regulations for it were not made nor Trustees appointed until 1887, when the railway was being built. When we moved to Bacchus Marsh in 1948, we never noticed any remains at Bacchus Marsh Racecourse Siding, even though the level crossing nearby was a favourite train-watching spot for the family. We realised that the level crossing once had a gatehouse and gates, but never that it had a station.

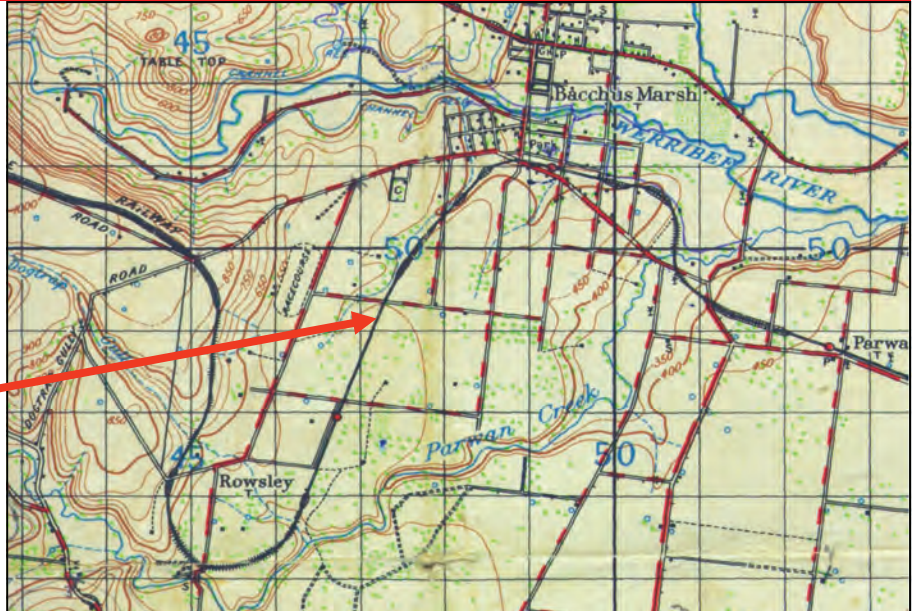
It took me more than a quarter of a century to confirm that this indeed was what it was. First, I encountered a description of a journey over the line written in the mid-1890s which referred to the station as abandoned and looking "desolate". Then, in *Weekly Notice Extracts* by Alan Jungwirth and Keith Lambert (no relation), I discovered that the signals had been removed in 1897, to be replaced on race days. Later, Andrew Waugh's signalling history of the line revealed that:

MADDINGLEY RACECOURSE (33½ MILES)

27.08.1886 F. Bowe & Co granted contract to erect 3 Gate Cottages on Bacchus Marsh - Gordons line for £439/13/9 (Government Gazette GG).

24.04.1889 P. Lester granted a contract to erect 2 Gate Cottages on Bacchus Marsh - Ballan for £689/6/9. Tender also mentioned new fencing to Racecourse Station (GG).

01.07.1898 Racecourse platform and sidings situated 1¼ miles on Down side of Bacchus Marsh. Points are disconnected and semaphore arms removed until required. Special instructions issued when used. (General Appendix, "GA").



1902 Racecourse platform and sidings situated 1¼ miles on Down side of Bacchus Marsh. Points removed unless required. Special instructions issued when used. (GA)

01.02.1908 Not mentioned in GA

Maddingley!— I lived there! It was a suburb of Bacchus Marsh and home of the legendary "Spiders" football team. This "town" was surveyed in the 1850s, but languished until the arrival of the railway. In my youth we played around the old police lock-up at the station, the only remaining feature of those days. I never knew the area covered by this name extended that far up the hill.

In the 1950s Bacchus Marsh did indeed host horse-racing at the course and the one or two days per year when it occurred were noteworthy for the traffic jams that developed at the end of our street. There had obviously been a long association between horse racing and the town. Famous trainers (such as Sol Green) and famous horse (such as Carbine and Phar Lap) had made their homes in the town.

Clearly, the station had been superseded a long time ago. I wanted to know all about it, but I particularly wanted to see a timetable wherein it appeared. In that intervening quarter of a century, I encountered the following snippet in Geoffrey Blainey's *Tyranny of Distance*

The first chairman of commissioners of Victoria's railways was Richard Speight, and virtually the only powers denied him

were the power to say which new lines should be built and which trains should run on Sunday. He came from the Midland Railway in England in 1884, a stout, bald, bearded little man who was as generous as Father Christmas. They were boom years in Australia and money was plentiful and Speight enjoyed spending it. The sack of this cheerful man was full of toys for the politicians on whom depended his continuity of office and the funds for his new railways. One politician asked for a railway siding near his farm, another a footbridge over the railway near his city house, others requested free railway passes for their friends and children. Speight obliged. Bendigo politicians demanded a daily express train from Melbourne, and although his advisers informed him that it would run at an enormous loss, he put on the express. He spent £4000 on a railway station at a country racecourse, and it was only used once, for a Presbyterian picnic.

Well- a light went on in the brain at this! When I next met Blainey, I asked which station he was referring to, but he couldn't remember. This much I did know— that Geoffrey Blainey got his information from either a court transcript or the text of a book entitled *The Great Libel Case* a sensational court battle between Speight and David Syme, the Publisher of *The Age*. Google was no help here because neither the book, nor *The Age* have been digitised. However, that great rival of *The Age*, the *Melbourne Argus* has been digitised. In its report of the case, it said:

They caused stations and sidings to be

built, in many cases of little if no utility, at great cost, and maintained porters or station masters upon them notwithstanding the waste thereby caused, and increased the wear and tear on engines and rolling stock and permanent way and other jobs incident to stopping trains at such numerous, useless, and unprofitable stations and sidings. They chose or permitted to be chosen as sites for stations and sidings places which involved very extravagant outlay without any corresponding necessity for the choice of such sites.

This would certainly seem to apply to Bacchus Marsh Racecourse Siding, which was barely half a mile from the racecourse. The station at Rowsley was almost as close. But there appeared to be no specific mention of the phantom racecourse station in the reports of the case in *The Argus*. It has been said that the famous trainer, Sol Green had a big influence in forcing the construction of the station. Green and Speight lived in the same street in St Kilda, so perhaps there is something to this. On the other hand, Green, the owner of the 1910 Melbourne Cup winner *Comedy King* and later famous for his gold-plated Rolls Royce, was only 21 in 1889. The pressure might have come from Molesworth Greene President of the Bacchus Marsh Racing Club.

Over the years I asked my question of many people and scoured the Internet—both without success. My search of *The Argus*, however, revealed that between 1889 and 1895 there were many occurrences of the words *railway* and *Bacchus Marsh Races* on the same page. Fifteen of them gave train times. Some were in *Sporting Intelligence*, others were in *Railway Notices*. This is their story.

19-OCT-1889

DIRECT RAILWAY TO BALLARAT. COMPLETION OF THE BACCHUS MARSH TO BALLAN LINK.

The total expenditure on the section will be about £80,000. A siding has been provided at the Bacchus Marsh Racecourse and stations at Rowsley and Ingliston .

23-NOV-1889

The proprietary of the Bacchus Marsh Racing Club will hold their first meeting of the season this afternoon, when they place before their patrons a varied programme for horses and ponies. Special Trains will leave Spencer-street at 10 55 a.m. with horses and passengers, and at 11.30, 11.50 a.m., and 12 35 p.m., returning when the races are over.

Four trains! This explained why there appeared to have been three loops at the station. I imagine the carriages were stabled

in these and the engines shuttled down to “The Marsh” to be watered and turned (if they were tender engines). The “S” circulars will reveal all if they can ever be found. The line was then worked under Staff and Ticket regulations, with Bacchus Marsh and Rowsley as block posts with single-line instruments. This may have imposed special conditions on how these 4 trains were worked. A complicating factor for this calculus is that the line was not yet officially open— this happened about 2 weeks later.

8-APR-1890

Today there will be a race meeting held on the Bacchus Marsh course, under the auspices of the local club. An excellent programme has been prepared, and a good racing may be anticipated. The railway arrangements are that special trains will leave Spencer street at 10 30 (with horses and passengers), at 11 15, and 11 30. The ordinary forenoon train, leaving Ballarat [not Ballaarat, please note] at 11 o'clock, will arrive at the Bacchus Marsh Railway platform at 1 o'clock, and the Express to Ballarat will call for passengers in the evening at 5 45. The ordinary train for Ballarat leaves Bacchus Marsh at 7 40 in the evening.

This is the first mention of through trains stopping for the races. The first of these would have called after the 10:30 Special had already been “locked away”, although two hours to get down the hill from Ballarat seems excessive. This report also confirms that a platform existed. There had to be— how else would the horses be detained?

8-SEP-1890

The rain which fell on Saturday morning had its effect in somewhat lessening the attendance of visitors at the Bacchus Marsh races, which were held on the beautifully situated local course in the afternoon, but nevertheless the two Special trains which ran from Melbourne were well filled. The afternoon was an enjoyable one, for though the rain did not keep off, the showers which fell were only light. When the racing was over, however, it commenced to come down in earnest, and the railway journey back to town was accomplished through a heavy rainstorm.

Mr. Molesworth R Greene, the President of the club, occupied the position of judge, and performed his duties with correctness and promptitude, and the courteous lion, secretary, Mr. R.G. Fincham, was as usual assiduous in his attention to his duties. The racing programme was gone through successfully, but some dissatisfaction was expressed by owners of ponies who did not produce their certificates of measurement,

and whose animals were rejected by the Club's measurer. So many were rejected that the first pony race only had three runners, and was regarded (as it proved to be) a certainty for Mabel.

Ah! Mabel! They don't give horses names like that any more.

4-DEC-1890

To-day the Bacchus Marsh Racing Club will hold a meeting on their picturesque course. The programme to be decided contains half a dozen races, including a Hurdle Race and a Cross-country Steeplechase over paddock fences and lane doubles, two Handicaps on the flat, and two Selling Races, [for low class horses; the winners were offered for auction], the second one being for hacks. A special train, conveying horses and passengers, will leave Melbourne for the Bacchus Marsh Racecourse siding at 10.30 this morning, and two other passenger specials will leave at 11.15 and 11.30. The course is within easy walking distance of the railway platform.

Note that the place is referred to as a “Siding”. The Government Gazette notice 8 months before this referred to it as a “Station”.

3-SEP-1891

To-day the Bacchus Marsh races will take place on the picturesquely situated local course which is only a short distance from the railway station. A good programme is to be decided, there being six races in each of which a large number of horses are engaged. There are two handicaps on the flat, a hurdle race, a cross country steeplechase, and a selling race, and a selling hack race. Special trains will leave Spencer Street for the Bacchus Marsh Railway Platform at 10, 11.20, and 11.40 in the forenoon, the first train, as usual, conveying the horses.

Three interesting points here— the station is not referred to as Maddingley (perhaps the sporting writer was not a rail-fan); the horse train ran from Spencer St (where there was a horse dock) and; there is an implication in the “as usual” that there had already been sufficient meetings to make this wording meaningful. At this time, the through railway to Ballarat was closed just up the track at Dog Trap Gully— the result of a spectacular washaway (illustrated on the cover of *The Times* for November 2008). Working of the Racecourse Siding probably reverted to the situation in 1889 before the through line was open.

28-NOV-1891

On Thursday, 3rd December, special trains will leave Spencer Street station for

the Bacchus Marsh racecourse platform at 10 00 a.m. with horses and passengers and at 11 20 a.m. and 12.0 pm with passengers» only, and return at 5 16 and 5 45 pm with passengers, and at 6 25 with horses and passengers The 10-00 and 11-20 am special trains will stop at Melton station. Return fares:— to racecourse platform, First-class 7s 6d , first class, Including admission to the stand, 15s. First class including admission to the outer reserve, 9s 6d, second class, including admission to the outer reserve, 5s 6d; second class, including admission to the flat, 6s 0d; Single fare from racecourse platform, first class, 5s 8d, second class, 3s. 9d.

We are beginning to get meat on the bones of these old nags now. First, the trains are deigning to stop at intervening stations to pick up local passengers and (perhaps) local horses. But maybe the local horses walked there— after all Archer was walked all the way from Sydney to Melbourne for the first two Melbourne Cups. Second, we now get details of fares and note that some include admission to different parts of the course. The latter was not always a given.

This meeting took place about two weeks after the through route had been re-opened, so the arrangements for working traffic were probably more rigorous again.

3-MAY-1892

Registered trainers and jockeys desiring tickets for the Bacchus Marsh races of Thursday next should apply for them at Haydon's racecourse agency today or tomorrow. In connection with the races, Special trains have been arranged for to leave Spencer-street station for the Bacchus Marsh Racecourse Platform on Thursday morning at 10.30, 11.15, and 11.35, the first train conveying the horses.

5-MAY-1892

The train arrangements are that the special conveying horses and passengers will leave Spencer-street station at 10.30, while two other specials conveying passengers only will leave at 11.15 and 11.35. These trains will deposit passengers at the racecourse platform, which is not far from the course. The trains will return in the evening at 4.55, 5.15, and 5.40. The passenger trains leaving Ballarat at 7.35 and 11.10 will call at the racecourse platform.

6-MAY-1892

The race meeting held yesterday by the Bacchus Marsh Racing Club was fairly well attended, three special trains from Melbourne being well patronised. The weather was delightful, and the afternoon spent on the beautifully-situated Course was enjoyed by those present. The meeting was well managed, and though there were

two or three accidents, nothing of a serious kind occurred. Mr. G. A. Hence acted as starter, and he took much trouble to get his fields away at even terms, which he succeeded admirably in doing. This was no small undertaking, considering that three of the races were half-mile flutters.

A point that was beginning to catch my eye with these reports was the constant admiration of the surroundings. Fifty year later, these could never have been referred to as anything but “dreary”- perhaps that is because of the later felling of the trees that existed at the time the line was opened.

6-SEP-1892

On Wednesday, 7th September special trains will leave Spencer street station for tho Bacchus Marsh racecourse platform at 10 30 a.m. with horses and passengers and at 11 15 and 11 42 am with passengers only, and return at 4 55 and 5 15 p m with passengers and at 5 40 pm with horses and passengers. The 10.30 a.m. special train will stop at Melton and Parwan stations Return Fares.-To Racecourse Platform»-First class 7s 0d; first class (Including admission to the stand) 15s, including admission to the flat first class, 8s 6d;

second class 5s 7d. Single fares from racecourse Platform—First class 6s 1d second class 4s 1d. Holiday excursion fares will be charged from Melton and Parwan

Now Parwan gets into the act; the railway fares have risen too. The world was beginning to emerge from the Big Bust— its first experience with international Depression. Which punters bought a single fare from the course, when none were offered to it? Those who too poor before the meeting and had to walk, but won their fortune on the ponies and rode back in style?

The two trains are advertised as “Excursions” and the fares from Melton and Parwan are designated as “Holiday Excursion” fares. This is not to say that there was a local holiday on or about this day. Bacchus Marsh was one of the few towns where St Patrick’s Day was a gazetted Public Holiday. It would have seemed a natural for a race day, but none ever seemed to have been held on that day. When I was young, the town observed Melbourne Cup day, but we were always told it was the “Sunday School Picnic Holiday”. The Public Service Act of 1890 allowed only: *The following days shall be*

Height above the sea Miles from Melbourne.		NAME OF STATION. Express stops at Stations italicised.	TIME TABLE.										FARES.					
			Mixed.		Passenger.		Passenger.		MIXED.		Passenger.		SINGLE.		RETURN.		HOLIDAY EXCURSION.	
			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
32	—	MELBOURNE dep.	...	...	6 50	11 40	2 45	4 40	6 50	...	...	...	...	...	...	...	...	...
18	1	North Melbourne	...	...	6 53	11 43	2 49	...	...	...	...	...	...	...	...	...	...	...
50	3	Middle Footscray	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
80	4	Footscray West	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
124	7	Braybrook Junction	...	...	7 8	11 58	3 3	...	7 5	...	...	...	...	...	...	...	...	...
184	11	Deer Park	...	...	7 16	12 6	3 11	...	7 13	...	1 4	0 11	2 0	1 5	...	...	...	...
365	18	Rockbank	...	...	7 32	12 22	3 27	...	7 29	...	3 2	2 1	4 9	3 3	4 0	2 6	...	...
393	23	Melton	...	...	7 43	12 33	3 38	...	7 40	...	3 10	2 7	5 9	4 0	4 9	3 0	...	...
464	29	Parwan	...	...	7 56	12 46	3 51	...	7 53	...	4 10	3 3	7 3	5 0	6 0	3 9	...	...
343	31	Bacchus Marsh	...	...	8 7	12 53	3 58	5 40	8 0	...	5 4	3 7	8 0	5 6	6 9	4 0	...	...
526	34	Rowsley	...	...	8 12	1 5	4 3	5 45	8 5	...	...	...	...	...	...	...	...	...
1513	45	Ingliston	...	...	8 18	1 11	4 9	...	8 11	...	5 8	3 9	8 6	5 9	7 0	4 3	...	...
1666	49	Ballan	...	...	9 2	1 55	4 50	6 22	8 41	...	7 6	5 0	11 3	7 6	9 6	5 9	...	...
1674	52	Bradshaw's Creek	...	...	9 14	2 7	5 7	6 25	8 52	10 55	8 3	5 6	12 6	8 3	10 6	6 3	...	...
1879	56	Gordons	...	...	9 17	2 10	5 8	...	9 6	11 16	8 9	5 9	13 3	8 9	10 9	6 6	...	...
1854	59	Mullbrook	...	...	7 30	...	...	...	9 12	11 16	9 6	6 3	14 3	9 6	12 0	7 3	...	...
			...	...	7 51	9 37	2 30	5 28	...	...	9 9	6 6	14 9	9 9	12 3	7 6	...	...



R749 with a tour train at the site of Bacchus Marsh Racecourse Station. The three sidings were in the grassy area in the foreground

Timetables for Special Trains to Bacchus Marsh Racecourse

Racing date	Down trains				First Race	# of Events	Last Race	Up Trains				Other trains/ Notes
	Horse-box	1st Pass.	2nd Pass.	3rd Pass.				1st Pass.	2nd Pass.	3rd Pass.	Horse-box	
23-Nov-1889	10:55	11:30	11:50	12:35				??	??	??	??	Trains return when races are over Through line not yet open 11:00 AM Up to call at 13:00'; Express to Ballarat to call at 17:45; 19:45 Bacchus Marsh to Ballarat to stop.
8-Apr-1890	10:30	11:15	11:30					??	??		??	Morning and forenoon (Up) Ballarat
6-Sep-1890	10:30	11:00	11:30		13:30	7	16:45	17:15	17:30		17:50	
4-Dec-1890	10:30	11:15	11:30			6		17:15	17:30		17:50	
3-Sep-1891	10:00	11:20	11:40			6		17:00	17:15		18:00	
28-Nov-1891	11:00	11:20	12:00		13:45		16:45	17:00	17:15		18:25	
5-May-1892	10:30	11:15	11:35		13:45		16:30	16:55	17:15		17:40	0735 and 1110 Up Ballarat will stop
7-Sep-1892	10:30	11:15	11:42					16:55	17:15		17:40	Preceded by a Hunt at "a quarter to twelve a.m.
22-Feb-1893	11:00	11:42										
4-May-1893	11:00	11:45				6		17:00			17:30	
7-Sep-1893	11:00	11:55						17:00				
7-Dec-1893	11:00				13:45		16:40				17:00	
6-Sep-1894	11:00	11:55						17:00			17:30	
6-Dec-1894	11:00	11:55										11:10 Up Ballarat to stop
15-May-1895	11:00	11:45						17:00			17:30	

observed as holidays in the public offices:—New Year's Day Christmas Day and the following day Good Friday and the following Saturday and Monday the Birthday of Her Majesty and of the Prince of Wales. In the 1890s the Prince of Wales was the future Edward VII, and his birthday was in November. This was abolished as a Public Holiday in Victoria 1910, but persisted for many years in NSW. This resulted in a string of NSW holidays within a few weeks, including Easter, King's Birthday and Prince of Wales Birthday. For each of these, massive WTT books were produced. None of this appears to have happened in Victoria

22-FEB-1893

The Bacchus Marsh Racing Club will hold a meeting to-day, when an attractive programme will be presented. A special train for horses and passengers will leave Spencer street station for Bacchus Marsh at 11 a.m. and a special train for passengers only will leave the same station at 11.42 a.m. The following scratchings in connection with the meeting have been made: **Dolly, Dangler, and La Reine.**

Times were hard, 2 trains suffice. Poor old Dangler... it is a good thing that he didn't have to run in the steeplechase.

4-MAY-1893

On Thursday, 4th May, special trains will leave Spencer street for the Bacchus Marsh racecourse platform at 11 am with horses and passengers, and at 11 45 a.m. with passengers only, and return at 5 pm with passengers and 5 30 pm with horses and passengers The 11 am special train will stop at Melton and Parwan stations.

6-SEP-1893

On Thursday, 7th September, special trains will leave Spencer Street station for

the Bacchus Marsh racecourse platform at 11 a.m. with horses and passengers and at 11 55 a.m. with passengers only, and return at 5 p.m. with passengers and at 5 30 pm with horses and passengers....

Rowsley closed as a Block Post 20-Nov-1893 and thereafter the arrangements for working the race trains must have changed.

7-DEC-1893

A race meeting will be held at Bacchus Marsh today. An ordinary train leaves Melbourne at 9 40 am. A special train with horses and passengers will leave Spencer street railway station at 11 am for the racecourse platform at Bacchus Marsh leaving on return at 5 10 pm. The special train with first and second class passengers only will leave Spencer street railway station at 11 55 am for the racecourse platform, leaving on return at 5 pm. The 11 am train will stop at Melton and Parwaa. The first race will start at 1 45 pm, and the last, a trotting event, at 4 40.

There are slight jiggings in the times of the trains on these four days, but it is not clear whether this was the result of "slots" in the timetables or racing times and, if the latter, whether the time of sunset had something to do with it. We do not know how long it took for a Special Train to reach Maddingley. The regular trains at this time took about an hour and a half- see TT on page 14 taken from Crisp & Son's Railway Guide of 1891 (reviewed in *The Times* of October 2000). This would mean that passengers on the 11:55 had twenty minutes to scuttle up the road and make a half-circuit of the racecourse to place their bets on the first race. The "Ordinary Train" seems to have been new or altered since the days of Crisp and Lane's *Railway Guide*. It is shown as a Mixed in the 1894 WTT and would have reached Bacchus Marsh Racecourse at about 1140, rather a slow journey for those with a racing turn of

mind.. The Racecourse, by the way, was never shown in WTTs.

There was then an eighteen-month gap without mention of Bacchus Marsh races. During this time, Rowsley was re-opened as a Block Post and the gatehouse at Bacchus Marsh Racecourse siding was "removed".

15-MAY-1895

This afternoon the Bacchus Marsh Racing Club will hold a meeting for which good entries have been received. Special train for horses and passengers will leave Spencer street station for the racecourse platform 11 0'clock and another train for passengers only at five minutes to 12 o'clock a.m.

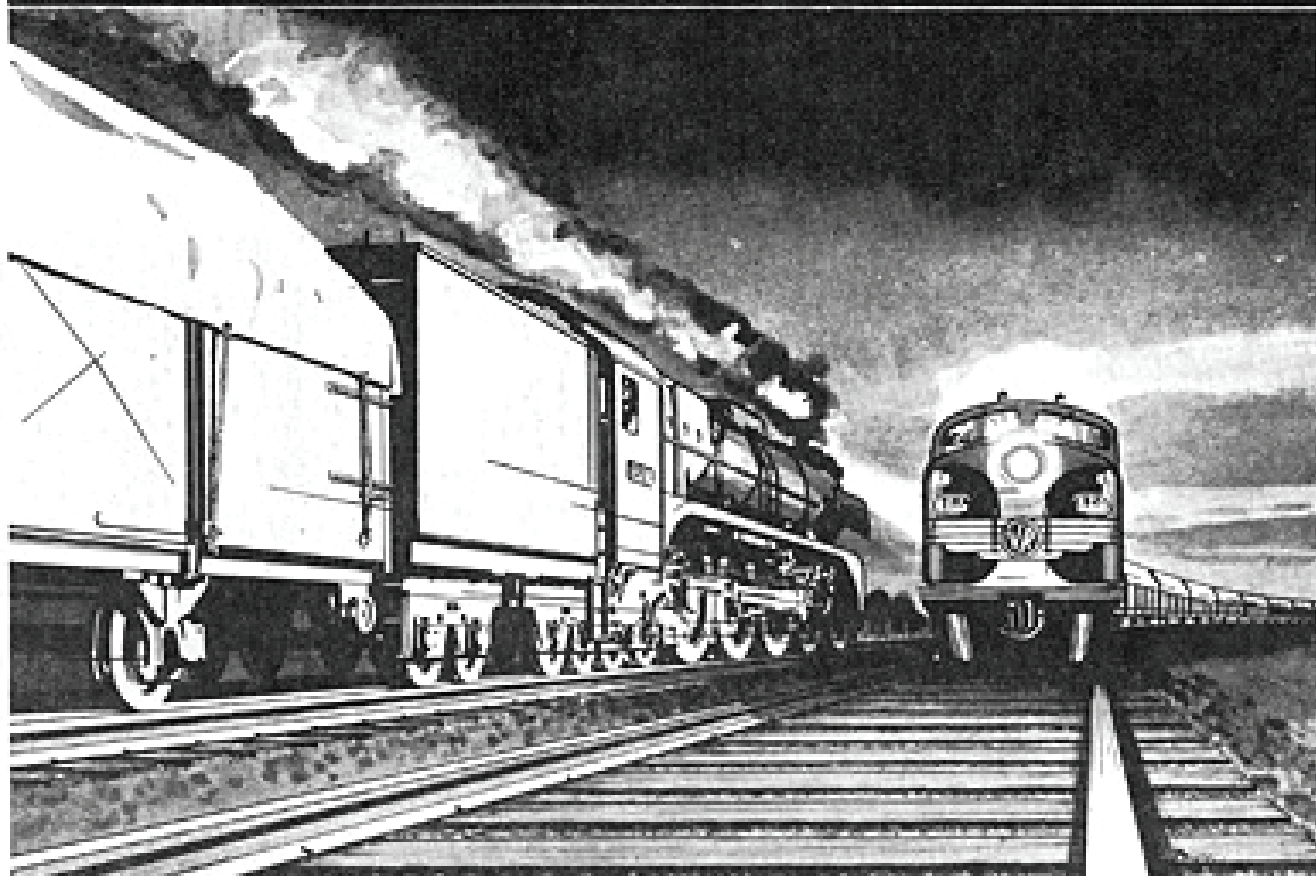
This was the last appearance. Comments in *The Argus* indicated that interest in the Bacchus Marsh races had been tailing off. There was no mention in the paper of further meetings for many years- long after the siding had closed. I suppose that most of these special trains deserved a jelly-tray (hctograph) S-notice but, if they did, these have not survived or been indexed, unlike their NSW counterparts.

My old question has been answered in the negative- Bacchus Marsh Racecourse was NOT Blainey's fabled one-train station. It was visited by at least 38 trains on at least fifteen occasions, perhaps more if we assume meetings were quarterly for its short life. Nevertheless, it was the most short-lived racecourse siding, unless Blainey's candidate station is unearthed.

I never did find out where the never-used racecourse station was- do you know?



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